PTEMBER 1934

COMMERCIAL CAR JOURNAL

Vol. 48 Sept. 1934 - Feb. 1935

Illustrated: Fleet of Reo Speedwagons recently delivered to Henry F. Ortlieb's Brewery, Philadelphia, Penna., one of many similar Reo installations made in recent months.

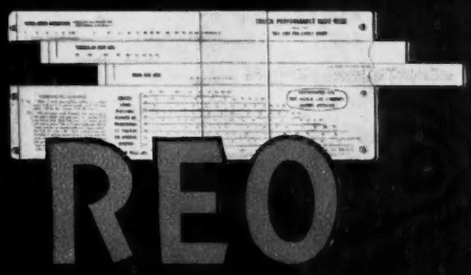
BREWERS PREFER REO

It is no surprise to experienced Reo owners that Reo Trucks are being bought in such large numbers by brewers and brewery distributors. In this business, even more than in most others, they require fast, utterly dependable performance—trucks that are easy to maintain and economical to operate. Reo provides that sort of service . . . We have compiled a list of brewers who have equipped with Reo Trucks. It is impressive, well worth writing for and using as a guide in *your* next selection.

Write for Booklet "Avoid Costly Mistakes Like This."

Reo Speedwagons range from ¾ to 4-6 tons. New low prices—$530 up. 32 wheelbases—all with Reo Gold Crown engines. Tractor-Trailer units with correct load distribution and maximum payload capacity. All prices Chassis F.O.B. Lansing, plus tax.

Myers Magazine Chassis Lubrication standard on 2-5 and 4-6 ton models; available at slight extra cost on other models.



REO

Speedwagons and Trucks

Built and sold to Precision Standards. Use the Reo Performance Gauge in selecting your next truck.

EO MOTOR CAR COMPANY, LANSING, MICHIGAN

THE NEW 5-TON GENERAL MOTORS TRUCK

$1,000 less than the average 5-ton truck

Business men with 5-ton loads to haul will want to see, inspect and learn the facts about this big, husky money-maker. They can put it to work with full assurance that it will save time and save money, day after day, year in and year out.

Priced $1000 lower than the average price of all other leading 5-ton trucks, this modern General Motors truck is truly an exceptional value. It has a GMC valve-in-head engine, of course . . . develops 94 horsepower and 230 ft. lbs. of torque. Valve seat inserts are of stellite, the carburetor is of the downdraft type, the rugged frame is 9" deep, the booster brakes have an unusually large braking area, and the brake drums are of cast nickel iron for greater economy. Add to these features a score of others, including full-floating rear axle, needle bearing universals and rugged spoksteel wheels—and the proof of this truck's overwhelming value is crystal-clear.

Whatever your hauling needs may be, there's a General Motors truck that fits exactly—one that's "engineered for the job" and therefore a more efficient worker and earner. Any GMC dealer will gladly tell you more or the facts will be mailed upon request.

GENERAL MOTORS TRUCKS and Trailers

GENERAL MOTORS TRUCK COMPANY — *Time Payments Available Through Our Own Y. M. A. C.* — PONTIAC, MICHIGAN

COMMERCIAL CAR JOURNAL

NRA CODE GRAPHIC ARTS INDUSTRY 1934

with which is combined Operation & Maintenance

Reg. U. S. Pat. Off.

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MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

for Heavy-Duty Service
-HANSEN
WHEN you specify or use "HANSEN," you get Body Hardware with a reputation back of it for continuous performance. It is not at all unusual for Hansen Hardware to outwear the cab or body on which it is installed! It is especially designed to withstand the severe service met with in commercial body use.
ABOVE—No. 95 Slamming Door Lock, at left—No. 55 Cab Lock (top center) and No. 60 Extension Lock—No. 70 Refrigerator Door Lock, at right.
BELOW—Leaf-Type All-Steel Hinges, at left—No. 66 Slam-and-Take-Up Refrigerator Door Lock, at center—No. 85 Rust-Proof Window Regulator, at right.
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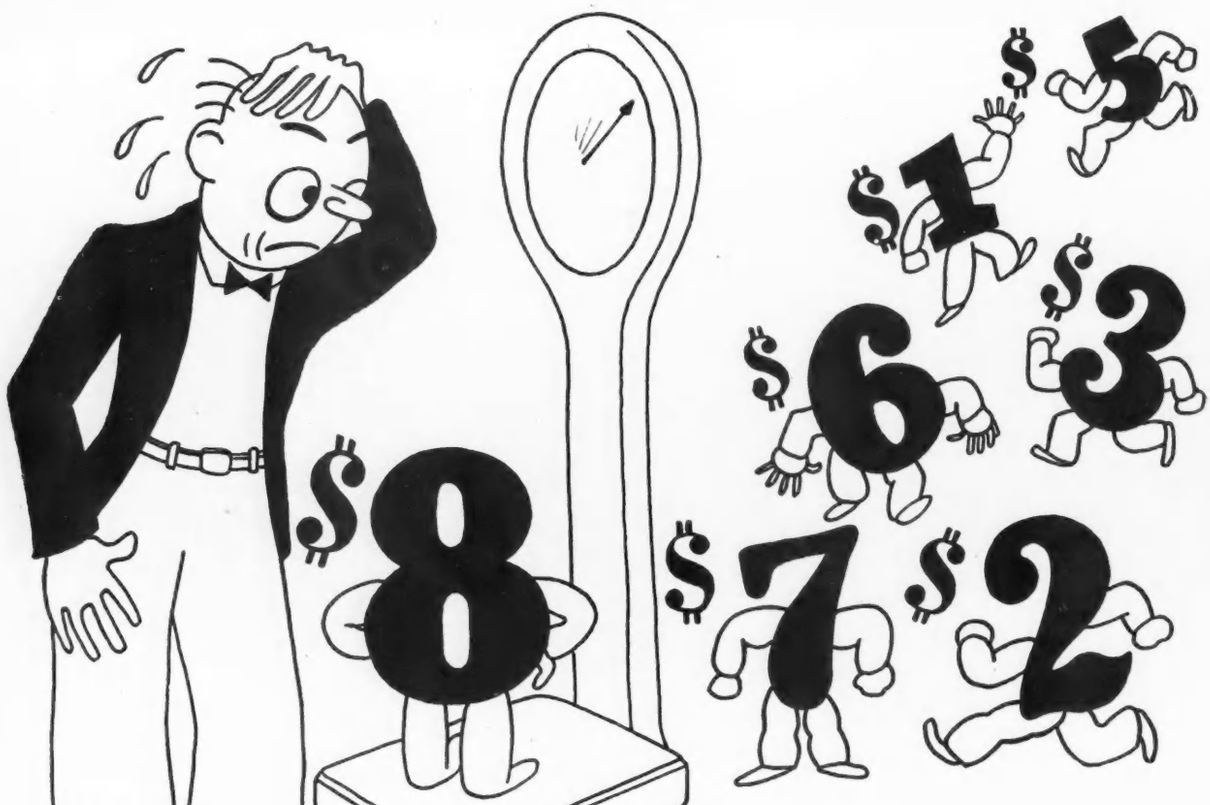


HAVE YOU WEIGHED THE COST OF BATTERY MAINTENANCE?

If you have never investigated the savings that are possible on battery maintenance, it will pay to look into the subject. Through frequent recharging and repairs, by tying up trucks in the garage or on the road, by premature failure or inability to handle their job efficiently, batteries can waste much valuable time and send costs skyward.

Year after year, Exide Batteries have helped to reduce delivery costs for truck operators throughout the country. These batteries not only meet the rigid S. A. E. requirements for power ability, but they have proved themselves dependable in the toughest kind of service—in blistering summer heat and in the longest, coldest winters of the north. Day after day, they deliver unfailing service, cutting maintenance costs, and adding further to economy with their long life.

Why not put Exide Batteries to work in your trucks and let them start cutting costs for you? Exide Engineering Service, conducted by trained and experienced battery engineers, is available to fleet operators, free. Start now to save money with Exide Batteries and Service.

EXIDES FOR DIESEL STARTING

Specially constructed Exide Batteries of three different types have been developed for Diesel starting. Packing maximum power into minimum weight and space, these special Exides meet the low temperature starting requirements of all high-speed Diesels.

THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto

NRA CODE

Exide
BATTERIES
FOR EVERY TYPE TRUCK

Regulation or Regimentation?

It Will Be Regimentation if Truckmen, Divided on Merits of Their Code, Permit Enemies to Profit by Their Revolt

ADMINISTRATOR JOHNSON

. . . is the exponent of self-regulation thinking of Federal regulation?

PRESIDENT ROOSEVELT

" . . . . the N.R.A. represents a supreme effort to stabilize for all time the many factors which make for the prosperity of the nation and the preservation of American standards . . . . "

COORDINATOR EASTMAN

. . . his is the conviction that the ICC should control all transportation

EVENTS which have occurred at the Summer White House at Hyde Park indicate the Administration is going to ask the next Congress for interstate regulation of for-hire trucking.

Events within the ranks of the trucking industry indicate that dissatisfaction with the workings of the code is winning more and more supporters to the cause of federal regulation.

Faced with a major battle, the industry can no longer remain on the defensive.

This article discusses the reasons why, and what should be done.

JOSEPH B. EASTMAN, one of the country's foremost left-wing transportation regulationists, tossed a bombshell into the camp of the Trucking Industry recently when he revealed, in conversations with President Roosevelt, that he was prepared to submit recommendations to Congress for adoption of a national transportation policy. The substance of his recommendation was that the railroads were in "terrible shape"; the inference was that trucks and other competitive agencies would have to be placed under strict control. In other words, regimentation would give way to regulation.

TO anyone who has analyzed the pronouncements of the Federal Coordinator, this latest move was no surprise. Mr. Eastman has been unrelenting in his conviction that control of all transportation by the Interstate Commerce Commission has been sorely needed in the interest of the public and for the good of the agencies themselves. There was an element of surprise, however, in the apparent acquiescence of the Chief Executive because of the transfer from self-regulation—an essence of Mr. Roosevelt's industrial recovery program—to bureaucratic control.

TED V. RODGERS

" . . . in the final analysis the enforcement of the Code is up to the industry"

Needless to say, the Trucking Industry was a bit stunned. At a time when it seriously is attempting to work out its own salvation under its Code of Fair Competition, the program of Mr. Eastman comes as a deterrent to further constructive effort along lines set forth in its codified program.

IT is no secret that the way of the code has not been smooth. There have been numerous obstacles, disheartening delays, lack of proper cooperation and to a large extent a failure to grasp the problems of the industry for proper administration. The Trucking Industry is not alone in those experiences. Every codified industry has similar complaints. Some of them have gone so far as to wash their hands completely of the entire program.

The Trucking Industry, particularly, with its previous lack of organization, was confronted with the tremendous task of adjusting itself to this new program. It was experimental, even as was many another phase of the New Deal. Its full effects upon industry could not be expected to be felt within six months, or even a year.

NOW, without giving the code a fair opportunity to become effective, the Administration is about to force the industry into another "noble experi-

Public hearing of the Trucking Code in Washington . .

ment." At least, all indications point that way. By Mr. Eastman's own admission, Interstate Commerce Commission regulation of highway transportation would be an experiment. At no time in the history of the industry has the question of regulation come before it with such significant insistence.

Within another month, the organized Trucking Industry will hold its first annual convention. No doubt, the major issue will be whether it should take its chances with some other type of regulation. Operators, members of code authorities and others interested in the welfare of the industry will come armed with facts to prove their contentions. Stories of non-compliance and of failure to make the code perform will be heard. On the other hand, there will be those who will support the code to the last letter, citing its benefits and its possibilities.

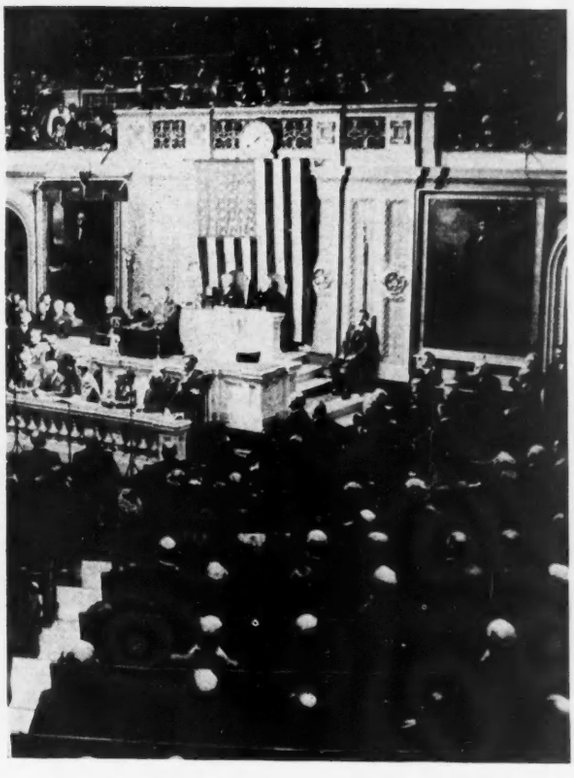
SO far as has been ascertainable, there have been no serious complaints with the code itself as an instrument of self-regulation. The complaints chiefly have been lodged against the National Recovery Administration for its failure to lend proper assistance in enforcing the code provisions and for its delay in approving necessary features to make the code workable. The National Code Authority members who have toured the country have reported an almost universal desire and willingness on the part of the members to make the code function. In fact, the enthusiasm for code regulation, despite the difficulties encountered in its administration, appears to be at a higher pitch today than it was six months ago. Members see in it promise of solution of some of the industry's competitive problems, provided the proper administrative cooperation is forthcoming.

Joint session of Congress . . . the voice of the people

AT no stage in the history of the American Trucking Association has the need for regulation been denied. In fact, its spokesmen, who appeared in opposition to the Rayburn Bill during the last session of Congress, admitted the need for regulation. They argued, however, that the code should be given an opportunity to prove itself, adding that, if it failed, they would be back to ask for a reasonable regulatory measure. That policy still dominates the thought of the leaders of the industry. Most of them believe that the code has the elements of proper regulation and that it can be made into an effective instrument. They realize, also, that it is within the province of Congress to determine what type of regulation shall govern the industry permanently. Congress has given it the code; Congress can take the code away. It can impose I. C. C. regulation, if it chooses. The industry has been insistent in its demand, however, that if Federal control eventually should replace code control that such regulation be formulated in a manner to preserve the industry and foster its development rather than to strangle it for the benefit of a competing agency.

THE proposals toward trucking regulation, made thus far, have not met with the approval of the organized industry because they were thought to be designed chiefly in the interests of railroad transportation. The Rayburn Bill particularly, drafted by the National Association of Utilities and Railroad Commissioners, was so faulty from a

. . . . . *hopes for self-regulation ran high*



. . . where regulatory fever is expected to run high in 1935

trucking point of view that it was opposed almost universally by clear-thinking operators. The Eastman Bill, although representing a decided improvement over the Rayburn Bill, also was designed with an obvious railroad bias. The industry could not afford to go along with either one of them. In fact, their support by railroad interests was sufficient to make truck operators skeptical of them.

What modifications, if any, Mr. Eastman will incorporate in his Bill when he re-introduces it in the next session are not known. Perhaps it will embody sufficient liberal features to win the support of a substantial following among truck operators. That remains to be seen.

A RECENT statement from the Chamber of Commerce of the United States, while charging the Interstate Commerce Commission, on the one hand, with "strangling" the railroads, on the other, called for "reasonable" regulation of competing forms of transportation "to eliminate cut-throat competition and to enable each type of transportation to perform the services for which it is best fitted." What constitutes reasonableness in the opinion of the Chamber may not be reasonable from the point of view of the Trucking Industry. The paradox is apparent: less regulation for railroads and more for trucks; clearly, a pro-railroad point of view.

Railroad officials, in exposing their poverty to public gaze, have coupled with their pleas for Federal funds and increased rates, a demand that their competitors be shackled with a type of control that would enable the railroads to bolster their earnings. It is obvious that any regulation that would increase the earning power of the railroads sufficiently to solve their financial difficulties would have the effect of strangling trucking and eventually putting it under complete domination of the railroads. That is an eventuality which seriously confronts the Industry.

IF Federal control of trucking is inevitable, the industry should begin now to assert itself in order to bargain for a square deal. It would be short-sighted policy for the leaders of the industry to dig their heads into the code sands hoping that the agitation will blow over. If the railroads are to dictate what type of Federal regulation shall be imposed on interstate operations, it can hardly be expected that trucking will be allowed to flourish in the future as it has in the past. Strange as it may seem, the most voluble expressions with respect to all matters pertaining to highway interests have come from the railroad interests.

It is about time the Trucking Industry, through its national organization, made its voice heard on all matters vitally affecting the future of highway transportation. The industry is confronted with a major battle. It must gird for the fray. It must state its position in positive terms. It must be prepared to voice frankly and vigorously its stand on Federal regulation as well as on code regulation.

HERETOFORE, it has been on the defensive. There had not been serious consideration given to any of the suggested regulatory measures. Unless all indications are awry, the next session of Congress will witness an unprecedented determination, probably

(TURN TO PAGE 24, PLEASE)

33 of these trucks enable Papendick to advertise wherever they go

Advertising on Wheels

Some Examples of Trucks Which, Used as Moving Billboards, Advertise the Fleet Operator in His Trade Territory

AMONG all the rules of advertising, there is, perhaps, one on which advertising men will probably agree. That is, the right kind of advertising at the right time in the right place to the right people will sell your merchandise or your services. This rule is ideal. Various mediums have been used to carry out this ideal. The fleet operator has an excellent medium all his own. Trucks! They are moving billboards. You can take them where and when you want to, and to the right people. It only remains for the right kind of advertising to be used.

HERE are presented some excellent illustrations of trucks used to good advantage for advertising purposes. Five ways of doing it are shown with the same end in view, that is, to sell the public on what you are selling. no matter whether it be merchandise or service.

In proof of the contention that advertising on trucks pays, the National Dairy and Food Bureau recently made a consumer survey in the interests of the ice cream business. One of the questions asked some 86,000 housewives was, what type of advertising medium directed their attention to ice cream and caused them to buy. The truck was listed first.

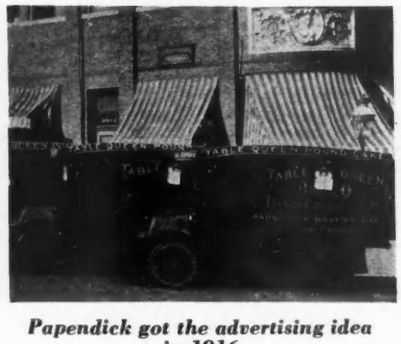
The Advertising Story

TRUCK advertising is what you make it. It is an excellent way of getting your name before people who consume what you have to sell. If your truck or the sign on your truck attracts attention, people will ask about you.

It is comparatively inexpensive.

What other operators have done in the way of truck advertising, as described in this story, you can do, too.

In the October issue of Commercial Car Journal we will tell about the different truck advertisements for day and night.



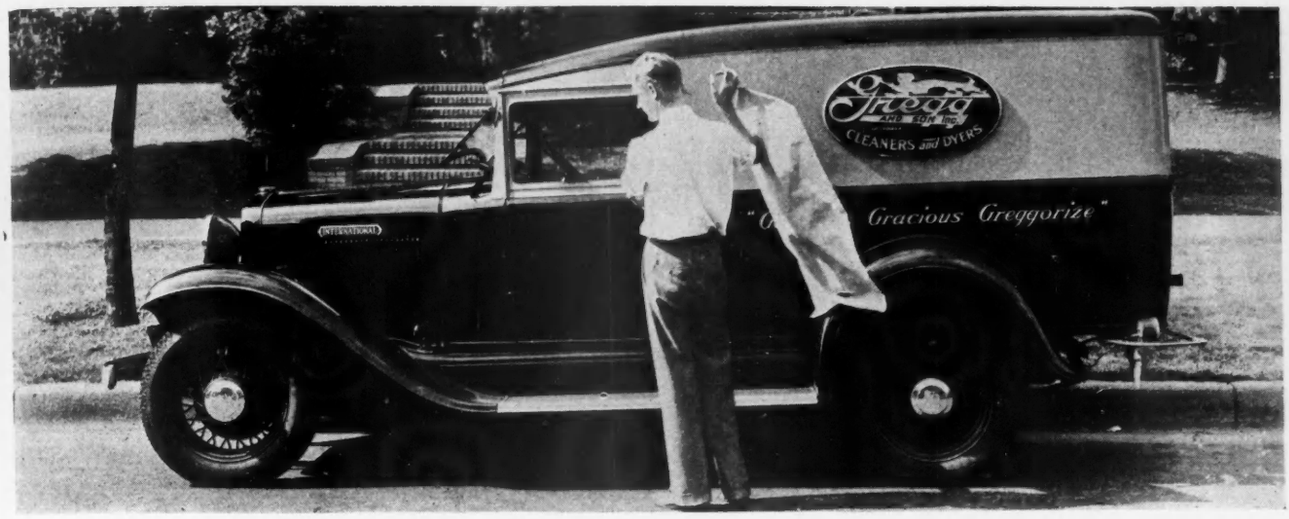
Papendick got the advertising idea in 1916

Progressive Papendick

CERTAINLY, it follows that the same is true in other industries. The Papendick Baking Co. of St. Louis has shown this fact and the advertising on their trucks have real weight with the housewife in making her decision as to what bread and other baking goods she should buy.

Recently, in a most spectacular manner, this baking concern traded in its entire fleet of old trucks, with the exception of three units, and replaced it with a fleet of 33 new 1½-ton trucks fitted with attractively finished insulated bodies. The purchase of this new fleet has provided the progressive Papendick Co. with a lot of favorable advertising.

THE finish on the trucks take advantage of truck advertising possibilities. The body, hood and cowl of the new Papendick trucks are painted an attractive light gray. The name of the company's chief product, "Old



A distinctive sign and trained drivers are this company's advertising assets

Settler," stands out in special brown log-type letters. The remainder of the advertising message, as shown in one of the illustrations, is in white letters bordered with brown. And then, to add contrast, the fenders are black, and wheels and chassis are red. One man is steadily employed in washing and wiping the trucks and also polishing them from time to time. Thus, the trucks always look clean and so help a lot to provide that atmosphere of cleanliness which every baker likes to create in connection with the making and handling of his products.

The bodies of the trucks themselves are insulated and dust proof, enabling bread to be delivered fresh in both hot and cold weather.

G. C. PAPENDICK, president of the company, believes that the drivers themselves can also be an advertisement for the company and, consequently, only those of good appearance and pleasing personality are selected. These men, coupled with the attractively finished trucks, make good advertising anywhere. Trucks are kept in condition by governing their speed to 30 miles an hour; by the promotion of a perpetual safe driving campaign; and by keeping one man employed solely to wash and polish trucks regularly. These factors aid to make truck advertising worthwhile.

"Goodness Gracious Greggorize"

WHAT'S good for the ice cream and bakery business is also good for the dry cleaning business. Consequently, Gregg and Son, Inc., dry cleaners of Indianapolis, also utilize their fleet of 23 trucks as an advertising medium.

The trucks are equipped with panel bodies, the upper parts of each being painted a striking goldenrod yellow while the lower parts and hoods are black. The name of the concern is attractively lettered in gold leaf with a black background on a special oval plaque 30 in. by 16 in., mounted on each side of the truck, and beneath is lettered the slogan "Goodness Gracious Greggorize." A regular schedule of night washing is maintained, and the trucks are so frequently washed that soap is very seldom required. Trucks are also repainted whenever necessary. As a result, the trucks are always spic and span in appearance and attract attention wherever they go.

THE company operates 19 routes, and the total daily travel is 1100 miles, or an average of from 50 to 60 miles for each truck.

Thus, enough mileage is covered by each truck to obtain full advantage of their advertising potentialities.

The courtesy and neatness of the drivers themselves is an advertisement for the company. They are carefully selected and well trained. To assure neatness, drivers are not allowed to do any mechanical work on the trucks.

THE concern is owned by the Progress Laundry Company, and is the largest establishment of its kind in Indianapolis engaged solely in retail dry cleaning. The business was established 36 years ago by W. W. Gregg and C. F. Gregg, who began as merchant tailors. R. C. Shaneberger is president.

A B C of Truck Advertising

THE A. B. C. Brewing Corp. is another concern that gets a lot of worthwhile advertising as the new attractivey finished motor truck (illustrated) speeds the delivery of A. B. C. beer to all parts of the St. Louis area. The distinctive art motif of the beer bottle label is copied in the advertising on their truck bodies. The same colors used on the label, black, white, blue and orange, are used on trucks. The

ABC uses its beer bottle label design on trucks for excellent advertising tie-up

Borden strives for attention which is the first requisite of good advertising

rest of the body is an aluminum color while the cab, chassis and wheels are yellow, and fenders black. The same motif is also used in the company's billboard and newspaper advertising. Thus, the advertising on the trucks is coordinated with all other types of advertising and each type has a direct tie-up with the bottle label.

THE truck bodies are 12 1/3 ft. long, 7 ft. wide, and 5½ ft. high. By double decking, each has a capacity of 56 half barrels, which are loaded from the rear and unloaded from the side. Swinging doors are at the back and sliding on the sides. The bodies are of all-steel construction on the outside and between this metal and the wood paneling on the inside is ½-in. cork board. Manually controlled ventilators are at front and back. These trucks are operated for the A. B. C. Brewing Corp. by the Luecking Transfer Co., St. Louis.

SUCH trucks as these, with their moving advertisements, are a credit to any man's business. Appearance is an important factor if the public is expected to be attracted to the sign on the side of a truck. The first requisite, of course, is to keep your trucks painted and clean. A neat looking truck deserves an attractive and effective sign. In this way all the advantages of billboard advertising is gained with the added feature of being able to take your advertisement to various parts of the city.

Borden Sells Appearance

PERHAPS you have already seen the beautifully finished Borden milk truck? You can't help looking at it—you've got to admit it catches the eye. Well, that's what good truck advertising should do. This company also does one other thing in their advertising which hasn't yet been mentioned. They use attractive tractor bodies on which to do their advertising. The semi-trailer illustrated is in itself enough to attract attention. The Borden people believe in distinctive trucks and tractors as well as in distinctive advertising signs.

THE background of the unit is all white and the metal work is chromium. The lettering is in gold. The job is the same on both sides. The semi-trailer tank itself is interesting. It is streamlined and has a capacity of 3000 gallons. The overall length of the tank is 26¼ ft. and the width is 8 ft. The inner tank is stainless steel and insulated. The unit was built by the Pfaudler company to fit a drop-frame Fruehauf semi-trailer. The tank has a pointed nose, a low flat manhole cover and a beaver tail back. Its unusual appearance, together with the beautifully finished lettering work is, perhaps, one of the finest advertisements the Borden company has.

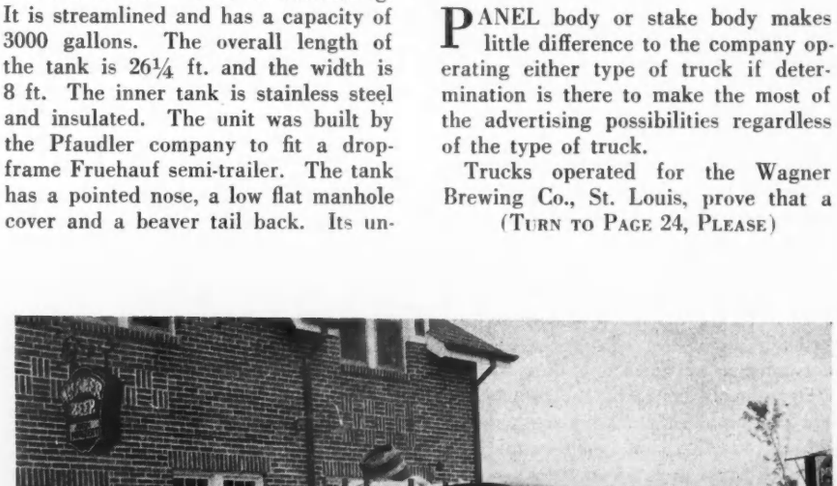
WITHOUT a doubt the fleet operator as well as the butcher, the baker and the candlestick maker can sell his wares if he keeps his trucks in good condition and looking attractive, and uses the body surface for good advertising.

Ads on a Stake Body

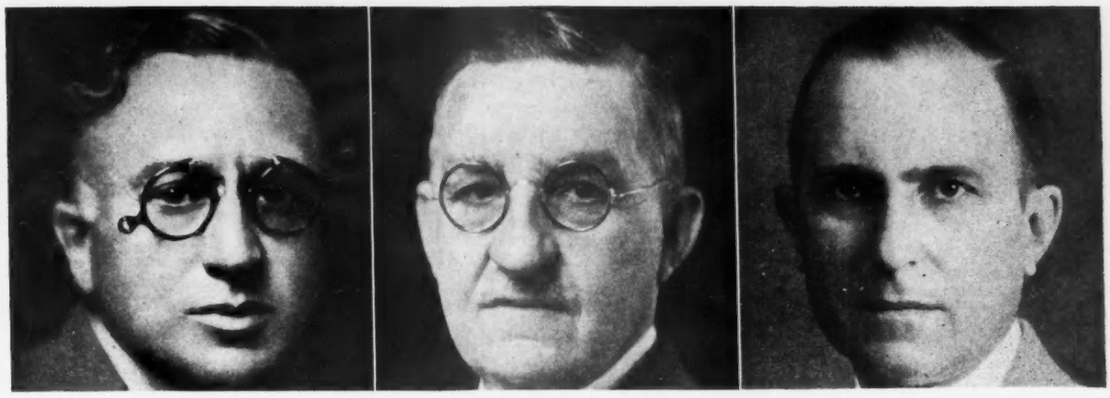
PANEL body or stake body makes little difference to the company operating either type of truck if determination is there to make the most of the advertising possibilities regardless of the type of truck.

Trucks operated for the Wagner Brewing Co., St. Louis, prove that a

(TURN TO PAGE 24, PLEASE)



On stake bodies a small, neat sign tells a tale



Left to Right—Aaron De Roy, F.W.A. Vesper and Herman G. Wangelin, National Control Committee of the MVRT Code

Proposed Truck Retailing Code

Chassis Trade-in Allowances Are Figured on Monthly Depreciation Basis. Fleet Purchasers Defined

A PROPOSED addition to the Motor Vehicle Retailing Trade Code covering Commercial Vehicles is being circulated among manufacturers and retail code committees for final suggestions before submitting it to a public hearing. The proposed addition was developed by the National Automobile Dealers Association and the National Control Committee of the Motor Vehicle Retailing Trade in conjunction with the Truck Trade Practice Committee of the National Automobile Manufacturers Association (formerly NACC).

Commercial vehicles are defined as "all motor vehicles requiring commercial license and sedan deliveries and station wagons."

Allowance Table

In the matter of trade-in allowances the proposal provides:

"The maximum trade-in value or allowance for a used truck or commercial car chassis shall be determined as follows: From the original factory list price of the chassis, determine maximum allowance by computing from the original date of purchase when new to the date of trade-in at the rates specified below:

"Note: When value of unit as shown in this chart reaches a low of $25 this amount becomes the maximum allowance unless permission is obtained from the State Advisory Committee, for cause, to exceed this value."

HERE are the details of the proposed commercial vehicle addition to the Motor Vehicle Retailing Trade Code which are of greatest interest to fleet operators and the trade.

Study them carefully and give the editor the benefit of your opinions whether they are favorable or unfavorable. These opinions will be passed on to the proper authorities to guide them in preparing a final draft for public hearing.

Age in Months	% Allowance	Age in Months	% Allowance	Age in Months	% Allowance
1	95	22	39	48	18
2	90	23	38	50	17
3	85	24	37	52	16
4	80	25	36	54	15
5	75	26	35	56	14
6	70	27	34	58	13
7	66	28	33	60	12
8	62	29	32	63	11
9	58	30	31	66	10
10	56	31	30	69	9
11	54	32	29	72	8
12	52	33	28	75	7
13	50	34	27	78	6
14	48	35	26	81	5
15	46	36	25	84	4
16	45	37	24	87	3
17	44	38	23	90	2
18	43	40	22	96	1
19	42	42	21	102	$25
20	41	44	20		
21	40	46	19		

THE above depreciation table, it is explained, is the result of an analysis made of recent sales prices obtained on trucks and commercial cars of all capacities. It would be used until and unless future sales reported, as provided by the code, showed a change to be desirable, giving all due consideration to the consumer. The analysis was based on 4303 truck sales reported in June, 1934, and made during a period of approximately six months preceding that time. The total volume of business represented was $2,374,840.

IN order to insure that the scale of allowances shall be based on actual sales made in the used commercial vehicle market, the proposed code would require all commercial vehicle dealers to report all such sales to the NADA on a specially supplied form.

Original list prices of vehicles will be supplied in an Official List Price Guide provided by the Association. All such list prices shall be figured on the regular chassis only, as described under the specifications for each particular vehicle.

FOR the purpose of determing the maximum allowance value of used commercial vehicles equipped with such useful equipment as bodies, cabs, etc., the Official List Pride Guide will contain a listing of these and other commonly used special equipment, to-

(TURN TO PAGE 48, PLEASE)

Trained Drivers "Deliver"

St. Louis Fleet Finds That Trained Drivers and Careful Bookkeeping Assure Prompt and Profitable Service

THE Brashear Truck Co., 503 South Theresa Avenue, St. Louis, Mo., operating a fleet of 85 trucks, is an outstanding example of an up-to-date concern that is making a name for itself for dependable and systematized trucking service. Not only does this concern operate its fleet of motor trucks efficiently, but careful bookkeeping and facilities for recording facts and figures on maintenance and servicing of all motor trucks and on all shipments help a lot to keep the work of the company on a business-like basis at all times.

J. R. Brashear is president of the company. His son, Roy A. Brashear, is vice-president. Mr. Brashear started in the trucking business in 1912 in the proverbial small way with one truck and a few teams. He used his first truck to speed the hauling of hot asphalt. In 1914 he began long-distance hauling in a modest way by trucking out to St. Charles and Bellville, each a distance of 20 miles. It was a hard game in those first years, but even then he had a vision of better and bigger and more efficient trucks traveling all over the country, as they now are doing, and saving time and money in the hauling of freight.

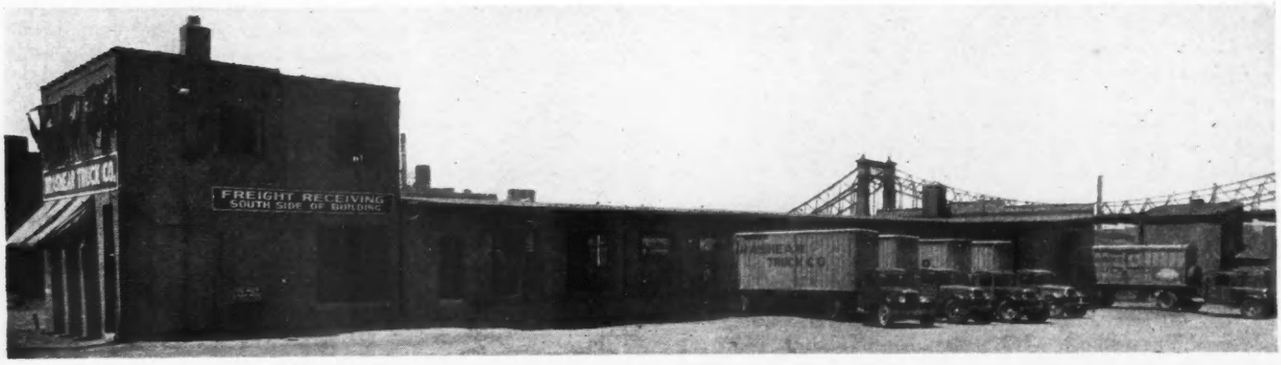
OF the 85 trucks now being operated, 40 are tractor trucks. There is also an all-metal semi-trailer with sides of crimped steel for each of the tractor trucks. Trucks are rated at from 1½ to 3½ tons and trailers 3 to 9 tons. The largest of the trailers are 22 ft. long, 6½ ft. high (inside), and 8 ft. wide (outside). Most of the trailers are utilized in long-distance hauling and on that work usually travel at night. They are painted a bright yellow, the visibility of which, it has been found, is especially good at night.

Sixteen to 22 tractors and trailers are operated by the company on daily night runs of from eight to ten hours between St. Louis and Kansas City. Terminal facilities of the most modern type are provided both in Kansas City and St. Louis for receiving freight from various shippers and reloading in the long-distance vehicles. It is of attractive brick construction and is 140 ft. by 30 ft. in size. The front part is two-storied, and office and billing work is done. The rear part is a narrow loading platform and is provided with ten drop doors on one side (the loading side) and nine drop doors on the other or receiving side. Tractors and trailers back up on the loading side, one at each door. Goods are transferred across the narrow platform with dispatch and minimum effort from the receiving side to the shipping side.

J. R. BRASHEAR

. . . laments the loss in time and labor of unloading goods for transshipment to regions beyond his company's sphere of operations from his trailers to those of other concerns and vice versa. He sees the day when trailers will be pretty well standardized and when trucking concerns will make suitable arrangements for hitching their tractors to trailers owned by other concerns and delivering them to points of destination of goods without any loss of time and labor in unloading and transferring to other trailers. This plan of course would be similar to that now utilized by railroads in forwarding loaded freight cars to unloading destinations on foreign lines.

Brashear Terminal in St. Louis



Modern shop and trained mechanics facilitate maintenance

CONSIDERABLE long-distance hauling is also done by the company to and from plants operated by the International Shoe Company in Perryville, and from St. Clair, Sullivan, Bellville and St. Charles.

In addition to the sizeable business done by the Brashear Truck Co. in the metropolitan St. Louis area, it operates a number of trucks on contract for other concerns.

THE Brashear Truck Co. employs 98 persons. Care is particularly exercised in the selection and training of drivers. A road engineer travels about in his own car to keep close check on all drivers. This road supervisor was formerly a top-driver of long service with the company and he is thoroughly imbued with the company's ideas on safety, efficient truck operation, and courteous driving. The knowledge that this supervisor might be on a driver's trail at any time on any run and will make a report on any malpractice noticed, helps to keep the driver in line. Then, too, there is a recording meter on each truck and this provides a daily operating record of the truck and spotlights all stops and particularly the unnecessarily long or irregular stops. On the regular long-distance runs drivers are required to make certain scheduled stops and so it is possible to maintain contact with these drivers and deliver instructions to them whenever necessary.

"Thank You" Letter

THAT Brashear drivers on the highways are courteous is attested to by vocal and written comment. Among the prized letters is one of thanks written by Ex-Senator James Reed for the help extended him by a Brashear driver when he had an accident in his car out on a highway.

Safe Driving

A HAZARD of continual night driving, especially when it is difficult for a driver to get sufficient sleep in the daytime, is fits of drowsiness while driving. Every Brashear driver, accordingly, has strict orders whenever he feels drowsy to pull off the highway and rest.

Tractor and trailer for St. Louis to Kansas City runs

THE Brashear service shop is of modern brick construction, is 60 x 110 ft. in size, and has trussed roof which makes pillars unnecessary. It is unusually well equipped with grinders, drill presses, washers, charging outfit, etc., and the six mechanics, who are regularly employed therein, are able to take care of most everything—including major repairs. Space is provided in this and other buildings for all trucks when not in use.

CAREFULLY kept records enable the Brashear Truck Co. to know exactly how all units are performing and what it is costing to operate them. Special forms for recording such cost and performance data are shown in accompanying illustrations. On Form No. 1 the driver makes his daily report and must answer a number of questions on his day's work. Two copies are made. One goes to the shop foreman and the other to the manager. Form No. 2 is a card 4 by 6 in. in size and is filled in by the shop clerk.

Brashear Truck Company
DAILY TRUCK REPORT BY DRIVER
Fill Out in Duplicate
REPLY TO EACH QUESTION

Truck No. — Date
Truck License No. — Odometer Reading { ..... A.M. } { ..... P.M. }
Trailer License No.

Name of Chauffeur?
Chauffeur's License No.
How many gallons of gas used today? — Miles run
How many quarts of oil used today? — Does motor leak oil?
What is your oil pressure?
Is emergency brake O.K. — Are service brakes O.K.?
Are motor hangers loose?
Does radiator leak?
Is horn O.K.? — Are lights O.K.?
Is steering O.K.? — Any springs broken?
Does generator work? — Do you know how to ground generator?
Does motor knock?
Did you have any accidents today?
Trailer No. — Is trailer in good order?
Did you carry any passengers? — How many stops made?
Do you coast your truck on hills?
Were you weighed by highway patrolman? — State remarks on reverse side.
Were you questioned by any state, county, town, city or highway officials or a representative of the Public Service Commission?
Always ask anyone questioning you to identify themselves, and secure their names and the department they are working under. Note carefully their instructions or remarks and make a written report on the back of this.
WHAT OTHER PARTS OF TRUCK NEED REPAIRING OR ADJUSTING?

Driver's Signature

MECHANICAL DEPARTMENT RECORD
Mechanical defects corrected by ..... Date .....

1. Driver's daily report form

FORM 62 — ARTICLE — NO.
MAX. ____ MIN. ____

DATE 192	ENTERED FROM	RECEIVED	ISSUED	BALANCE	DATE 192	ENTERED FROM	RECEIVED	ISSUED	BALANCE

COMFORT PRINTING SPECIALTY CO. ST. LOUIS, MO. (ALL RIGHTS RESERVED)

2. Form used for perpetual tire inventory

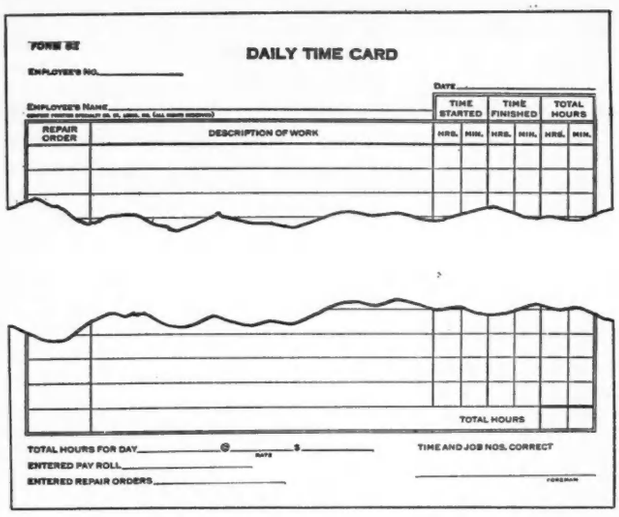
TIRE MILEAGE RECORD

Size ____ Type ____ Brand ____
Account ____ Serial ____

Bus Number	Wheel Pos.	Date On	Date Off	Mileage	Date of Repair	Miles after Repair	Repair Cost

Invoice No. ____ Tread Wear ____ Failure Inspection ____

3. Mileage record aids tire maintenance



FORM 82

DAILY TIME CARD

EMPLOYEE'S NO.

DATE

EMPLOYEE'S NAME

REPAIR ORDER	DESCRIPTION OF WORK	TIME STARTED HRS.	TIME STARTED MIN.	TIME FINISHED HRS.	TIME FINISHED MIN.	TOTAL HOURS HRS.	TOTAL HOURS MIN.
	TOTAL HOURS						

TOTAL HOURS FOR DAY_____ @_____ RATE $_____

ENTERED PAY ROLL_____

ENTERED REPAIR ORDERS_____

TIME AND JOB NOS. CORRECT

_____ FOREMAN

4. Mechanics fill in this card daily

FREIGHT BILL
ORIGINAL
MAIN OFFICE
ST. LOUIS, MO
503 SOUTH THERESA
NEWSTEAD 2200

KANSAS CITY—DIVISION NO.
BRASHEAR TRUCK CO., Inc.
REMIT TO ST. LOUIS, MO.

DOCK—INDIANAPOLIS, IND. LINCOLN 5401
DOCK—KANSAS CITY, MO. HARRISON 2410

Billed to W. B. No.

Billed from Date

Consignee

Shipper

Street No.

Street No.

Destination

Point of Origin

Truck No. Driver

Connecting Line

No. Pkgs.	ARTICLES	WEIGHT	Rate	Freight	Advances	PREPAID	COLLECT

Freight Bills Payable Within 48 Hours
RECEIVED PAYMENT FOR BRASHEAR TRUCK CO., Inc.

RECEIVED IN GOOD ORDER

FIRM

BY

PLEASE DO NOT REQUEST EMPLOYEES TO EXTEND CREDIT. ADDRESS GENERAL OFFICES TO OBTAIN CREDIT ON FUTURE SHIPMENTS. TERMS ARE CASH UNTIL CREDIT RATING IS ESTABLISHED.

FULL SIGNATURE REQUIRED (NO INITIALS)

Printed by The Rumford Register Co., Boston, Ohio, U. S. A. CF 3752

7. Five copies are made of truck freight bills

There is one of these cards for each size of tire in stock and they provide a perpetual inventory on tires.

FORM No. 3 is filled in by a man employed as a special tire changer and provides a tire mileage record. Form No. 4 is a daily time card and one is filled in by each mechanic in the shop. Form No. 5 is a sheet 8½ by 14 in. in size and on it is recorded various details on the performance of each job in the shop. Form No. 6 is a ledger sheet, 17 by 11 in. in size, on which various data on each truck and trailer are transferred. Form No. 7 is the freight bill utilized by the Brashear Truck Co. Five copies of this bill are made and each is in different color. The original, which is white, goes to the consignee; the second, which is dark yellow, is an office file copy; the third, which is pink, is the collection department's copy; the fourth, which is light yellow, is signed by consignee and is a freight receipt; and the fifth, which is green, is customer's copy of delivery receipt.

THERE are also cards and forms for recording a variety of information on customers and various other trucking concerns with which the company has interchange arrangements.

BRASHEAR TRUCK CO.
SHOP ORDER

Truck No.
Trailer No.
Make
Date
Job No.

BODY							
Cab, Cushion, Floor Mat							
Repair Floor							
Paint Top, Touch Up Body or Fenders							
Check Trim Corners, Locks, Curtains							
Check Turpentine							
CHASSIS							
Check Compression							
Grind Valves							
Adjust Tappets							
Reface and Reset Valves							
Replace Valves or Guides							
Check for Cracks							
Install Cylinder Head Gasket							
Install Pistons							
Install Piston Rings							
Install Wrist Pins or Bush							
Install or Refit Con. Rod Brgs. or Shims							
Drop Oil Leaks							
Check or Set Timing							
Check or Clean Oil Pump and Pressure							
Check Water Pump, Repair, Tighten, Repack							
Radiator—Remove, Repair, Replace							
Install Hose Con. or Clamp							
Clean Carburetor							
Check or Set Governor							
Check Tools, Flags, Floats, Extinguishers							
Check Air Valve Lines or Starter							
Bleed Brakes or Master Cyl. and Lines							
Install Brake Lining—Front, Rear, Emergency							
Springs—Repair or Replace							
Transmission—Repair							
Clutch—Repair							
Rear Axle—Repair or Adjust							
Steering or Front System—Repair							
Drive Shaft or Joints							
Frame or Fifth-wheel							
Wheels—Adjust or Align							
Axle—Straighten—Rear or Front							
Water Leaks—Stop							
Road Tests—Emergency							
IGNITION, LIGHTS, ETC.							
Check Spark Plugs							
Generator or Voltage Regulator							
Lights and Wiper—Check							
Horn—Electrical or Air—Repair							
Check for and Repair Short							
Battery—Water or Charge							
MISCELLANEOUS							
Oil and Grease							
Glass and Wash							
Tires and Tubes							
TOTAL LABOR COST							

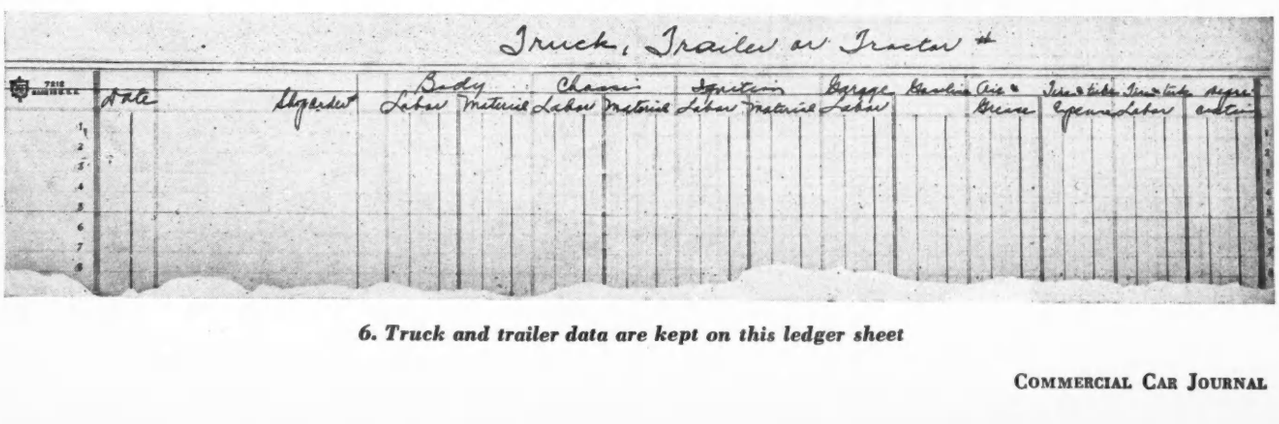
5. Job details are kept on this form

TRUCKS on contract are operated for other concerns. Those trucks are finished and provided with advertising signs according to specifications made by these companies.

Advertising on all of their trucks has a place in the company's well-ordered way of doing business. Consistent advertising with attractive signs on truck bodies has proved an effective way for the company to sell its services.

The company considers a well-painted, clean truck a good advertisement. Very little is on the surface of the truck bodies other than the name and pertinent legal information such as the truck weight. A typical finish is that seen in the photograph of the truck used for St. Louis to Kansas City runs. The company makes it a point in advertising that their drivers are carefully trained and bonded, and that they are reliable.

And so it goes. No matter where one extends his study of this trucking company's operations, efficiency and tried and proved business-like methods in management and operation prevail.



6. Truck and trailer data are kept on this ledger sheet

Ears to the Ground

Giving You Information Some of Which is Inside, Some Advance, and Some Just Unusual

Reo Readying Raves

Reo is getting ready to announce new half-ton and 1½-ton models. Good looks are emphasized in the designs. Wash drawings glimpsed by the writer at the factory revealed something to rave about.

Sh-h-h—a New Governor

A new governor has been invented by the son of a pioneer truck manufacturer. The deep-dyed secret lies in the throttle. When more can be said about it, you'll find it right here.

Extortion By States

If you're not a privileged character it will probably be news to you that the National Highway Users Conference, Washington, D. C., has just issued a highly informative booklet entitled "Registration Fees and Special Taxes for Motor Vehicles." The analysis is by states. It gives the registration and special fees for private and for-hire passenger vehicles, for private and for-hire trucks, and for tractors, trailers and semi-trailers privately and for-hire operated. Maybe if enough of you write and show a willingness to pay a small fee yourselves, the NHUC may be persuaded to bring out a special edition.

Profit Makers

Don't overlook the free offers on pages 57 and 58. A special postcard is furnished to make it easier for you to send in your requests. Leaf over right now.

"Aspirin" for Operators

The high cost of idling motors and the difficulty of getting drivers to cooperate in cutting down the cost has given many a fleet operator a violent headache. But there's an "aspirin" on the market. It is a simple, fool-proof device, consisting of a little metal box attached inside the dash and wired to trip switches on the truck doors. The instant the driver opens a door to leave the cab, the device goes into action. After a set interval, ranging from one second to a minute and a half, the engine stops and cannot be started until the driver returns to the cab.

A "Tack" for V-8's

A tachometer installation for Ford V-8 engines is now available. The price of this engine r.p.m. counting device, we understand, is $15 complete.

Is She a Trend?

Here's the van driver from the Vanities. The metropolitan rags fell for the idea that comely Ann Middleton was a truck driver. Maybe they thought she typified a trend. Anyway The White Co. came out ahead on the publicity stunt. If you want Miss Middleton's address it's Earl Carroll's Vanities, N. Y. C.

Special Truck Gas

There is much thought and conversation being devoted to the production of a special commercial gasoline by the petroleum industry. This gasoline would probably replace the third-grade gasoline, if it were marketed. Reports have it that the new fuel would have about the same octane rating as present gasoline but would contain more heavier ends, which would give it slightly more lugging power and would reduce its easy starting qualities somewhat. The belief is that most fleet operators, for lubrication reasons, warm engines up idling without load before starting them out, and so do not require passenger-car starting qualities. They would look upon the additional power as a distinct advantage.

Four-Wheel-Drive Craze

The U. S. Government has many a parts and truck manufacturer almost crazy right now working on four-wheel-drive trucks and units. Probably a fine thing for the industry, as a matter of fact, since further developments along this line may easily prove of major value to the truck industry commercially.

Hydraulic Brake Boost

There is a rather well-grounded report that one of the largest builders of commercial vehicles at present using mechanical brakes will shift to hydraulics next year. Plans, however, are not definite.

It's Tamper-Proof

This automatic ignition control can be used on any number of doors in any motor vehicle. On trucks running without doors, it can be operated by a running board switch, or a parking brake switch. It is said to be tamper-proof and cannot be eliminated or nullified by the driver. Tests on a 10-truck fleet consisting of 1½-ton units which averaged 43 stops per day, resulted in a gasoline saving of 22 per cent.

Dope on Diesels—Free!

Do you want everything available on Diesel developments in this country? Every booklet and piece of literature bearing on this topic? If you do, just check this order blank, fill in the information necessary for mailing and send it in to Commercial Car Journal, Philadelphia, Pa.

☐ **Dope on Diesels—please send everything that is available.**

If you want a slide-rule chart that will solve Spark Plug selection problems, check the following:

☐ **Send Spark Plug Slide-Rule Chart.**

Name .....

Title .....

Firm Name .....

Address .....

City & State .....

G.T.H.

Facts Foil Reclaiming Critics

Bureau of Standards Okays Reclaimed Oil, Engineers Approve, and Fleetmen Find Process Costs Only 5-10c a Gal.

By
HENRY JENNINGS
Technical Editor

OIL reclaiming has again been made the subject of an attack. This time the strong words have been loosely applied by the house organ of a company which has oil to sell. A little over a year ago this same article appeared in more complete form on the pages of a lubrication trade magazine. At that time it was passed without comment because the story did not contain any pertinent facts and was obviously biased. But if someone is going to dig it up and quote from it every so often it is time that the facts that have always served as ample refutation of opposing arguments were dusted off and put on display.

The article begins with: "The recovering systems usually consist of centrifugal separators similar to cream separators, and clay or Fuller's earth filtering material. Under the most ideal conditions, one can only hope to remove the suspended matter and the water from the crankcase oil."

A. E. WILKOFF, chief engineer of the Youngstown Steel Car Corp. (maker of the Miller Oil Purifier Can), answers that one. "The writer indicates a surprising ignorance of the present status of oil reclaimer design when he states that recovering systems usually consist of centrifugal separators similar to cream separators and clay or Fuller's earth as filtering material. As a matter of fact, I do not believe that any equipment of this nature is being marketed at present, nor has been for several years, for use in reclaiming crankcase oil."

Continuing, the article states: "With more elaborate systems it costs as much to reclaim the oil as it does to refine the original crude. It has been computed (the article does not state who did the computing) that if a concern installing a reclaiming outfit collects and assembles worn crankcase oil and pays the person who drains it from the crankcase $.01 per gallon, the oil before processing will be only about $.07 per barrel cheaper than the crude of a mid-continent grade delivered at a refinery."

Facts Favor Oil Reclaiming

ANALYSIS of printed statements attacking oil reclaiming reveals an almost complete lack of facts regarding the properties of new and reclaimed oil. Although these charges lack foundation, as engineers and chemists prove, they are, nevertheless, misleading to fleetmen. This article reviews the pros and cons on the subject with the conclusion that reclaimed oil is both economical and satisfactory.

THE agility with which the author of this article jumps from "oil laundry" reclamation to fleet reclamation and back again in the hope the reader will become confused and apply his statement to both types of operation is amazing. Of this, E. A. Mooers, general manager of the Hilliard Corp., says, "Comments made in this article are aimed principally at the commercial reclaiming operation. Nevertheless the distinction between the two types of operation is not made clear and the fleet owner reading it would perhaps be misled into thinking that all the statements would apply to his own case."

Referring to the cost at the refinery, Mr. Mooers continues: "They state that it costs as much to reclaim the oil as it does to refine the original oil from the crude. Perhaps so, but what difference does this make to the fleet operator? He cannot buy new oil for the cost of refining the original oil from the crude and he has no refinery of his own. They state that the cost of oil reprocessing will be about $.07 per barrel cheaper than the crude oil. Crude oil sells for about $.03 per gallon so what difference does that make to the fleet operator?"

ON this same subject, Mr. Wilkoff says: "This seems to make a bad case for the oil companies since we can produce reams of evidence from well-managed companies who show operating costs of from $.05 to $.10 per gallon for reclaiming oil. If the author is correct, the oil companies are exacting a terrific price for the process of distribution."

This has no bearing on the situation, however, since, regardless of the cost of refining, the average price paid by the fleet operator large enough to warrant the installation of a reclaimer is $.50 per gallon and it has been demonstrated that oil can be reclaimed by the fleet operator in his own shop for $.05 to $.10 per gallon.

THE next point in the article is: "The oil can be doctored up to meet exactly the same specifications as the original oil; that is, gravity, flash, fire, viscosity, etc., but everyone knows that these specifications or physical properties of the oil do not accurately measure its value as a lubricant."

There can be only one answer to a question such as that. If these specifications do not accurately measure the reclaimed oil neither do they accurately catalog new oil. And it might be added that new oil is doctored up to meet competitors' specifications in this respect. Whatever applies to one applies to the other.

AGAIN, from the article: "The compounder of lubricants for the automobile trade can only hope to turn out a uniform product that will have uniform lubricating properties, when he has identically the same stocks and neutral oils at all times. But where crankcase oils are assembled that come from many different classes of crude oil, there can be no expectation of

It pays to reclaim crank-case drainings

procuring a product of uniform lubricating value day after day."

Oil men will take issue with the first part of this statement on the grounds that the same crude stock will not have identical characteristics. Obtaining identical characteristics is a job for the refinery. As for the second portion of this paragraph, Paul Williams of Skinner Motors, Inc., takes up the cudgel: "They are again talking about the refining of promiscuous crankcase drainings or of making an oil of unknown origin. They are not talking about the procurement by a fleet operator of the proper grade of lubricating oil for his purposes, the changing of this oil at sufficiently frequent intervals to insure best lubrication, and consistent reclamation of this known product."

NEXT, the article refers to a test in which one automobile was run 1000 miles on new oil. Then the oil was reclaimed and the car was operated another 750 miles on the reclaimed oil during which time the engine ran hotter (it does not say whether or not the weather was hotter) and considerably more sludge was found at 750 miles of operation on reclaimed oil than was found on 1000 miles on new oil.

This almost leaves one without an answer. It is another one of those comprehensive one-stop surveys which always prove the thing that they start out to prove—that is nothing. It is hard to understand why it was used. However, if any appreciable sludge forms in 750 miles or even 1000 miles under ordinary conditions something is radically wrong with either the car or the original oil.

MR. WILKOFF has lots of courage. He replies to even this wild stab: "We can cite tests run by William Parish, chairman of the Lubrication Committee of the American Society of

Facts Foil Reclaiming Critics

(Continued from Page 23)

Mechanical Engineers, which prove the exact reverse to be true. Tests can, of course, be rigged to show almost any result desired and unless the writer is prepared to submit a full detail of all operating conditions as well as the parties conducting the test it can, in my opinion, be completely discounted."

The article continues with: "Another serious objection to using reclaimed oil is that crankcase oil is not only contaminated with gasoline, but also with various types of lubricating greases which can never be effectively and thoroughly removed or separated from the oil."

R. G. WALKER, of the DeLaval Separator Co., does not agree with this statement. He says, "We question the accuracy of this statement that crankcase oil is contaminated with various types of greases. This is probably correct in the case of service stations where both oil and grease is dumped into a common container but there is no reason why the crankcase oil in the crankcase itself should be contaminated with grease, and in the case of a fleet, the operator would take care to see that no grease is put in it."

Summing up, the article concludes: "Therefore be it concluded that using reclaimed crankcase oil, even though properly reclaimed and refined, represents no saving over using new oil, and secondly, that reclaimed crankcase oil possesses less than 75 per cent of the lubricating value of original oil."

THIS paragraph would be more effective if the author had left the second portion out of it. The first part of it is merely a conclusion that he has failed to establish even in part. The second statement gives a figure purporting to define the value of reclaimed oil. He has said nothing preceding to lead up to this figure and he has failed to tell the reader on what basis of value the 75 per cent is to be considered.

The comment of Mr. Williams on this point is illuminating: "We note the remark that reclaimed oil possesses less than 75 per cent of the lubricating value of original oil. This is a very peculiar statement, in that there has been no definition of what they mean by lubricating value and we have not been able to obtain a definite figure or scale for lubricating value from any of the oil companies."

TO finish, the article then calls upon a quotation from Professor Pound, of Rice Institute. No attempt at this point is made to cross swords with the good professor. His quotation has been misapplied. It was made with reference to commercial reclaiming and not to fleet reclaiming. The quotation is: "Until an anlysis has been made, the man who offers this oil does not know what kind of oil it is. The buyer is in the dark until the product has been through the testing equipment. Thus, reclaimed oils are clouded with doubt. New oil holds a sales advantage that cannot be discounted, provided its sellers are familiar with its specifications."

BUT since it has been thought desirable to throw the weight of distinguished opinion into this discussion both sides should do it. Here is the oil reclaiming side:

From Petroleum Age—"When properly treated by approved methods, reclaimed oil is considered by many authorities the equal of new oil; in fact, it often displays superior qualities in respect to free carbon and residue."

U. S. Bureau of Standards, George K. Burgess, Director—"The Bureau has analyzed a considerable number of samples of reclaimed crankcase oil and found many of them to show as great excellence in the commonly measured properties as do the so-called new oils. It is believed such oils may be better than new oil."

Armour Institute of Technology, Chicago, J. G. Peebles—"We have often examined reclaimed oils which gave practically the same tests as the original new oils. This test tends to show that lubricating oil does not wear out. There is no reason why such reclaimed oil cannot be used with satisfaction in an automobile engine."

Bradley Polytechnic Institute, Peoria, Ill., G. C. Ashman, Prof. Chem.—"In a sense, this (reclaimed oil) is a better oil than it was before use."

Princeton Univ., School of Engineering, Edward Culver, Asst. Prof. of M. E.—"If crankcase oil is properly purified it can safely be used just as if it were new oil."

From "Lubrication," organ of Texas Oil Co.—"As an adjunct to maximum economy in the operation and lubrication of the motor bus or truck engine, proper reclamation of used motor oils will be a most decided factor."

From "Oil Power," organ of Standard Oil Co. of N. Y.—"And so we see that oil does not really wear out. Today it is possible by the many processes of reclamation to salvage the lubricating properties of oils by elimination of accumulated substances."

Regulation or Regimentation?

(Continued from Page 13)

backed by instructions from the White House, to place the industry under I. C. C. control. Will the Trucking Industry have a voice in determining what that regulation should be?

Certainly, the experience under the code has been a most valuable lesson. Because of that experience, the industry should be in a position to state what regulatory provisions are best suited to its particular type of business. The Code Authorities are in position to disclose the advantages and pitfalls of regulation. They have come in contact intimately with all phases of the various types of trucking. Their advice and counsel would be valuable in the formulation of any type of permanent regulation.

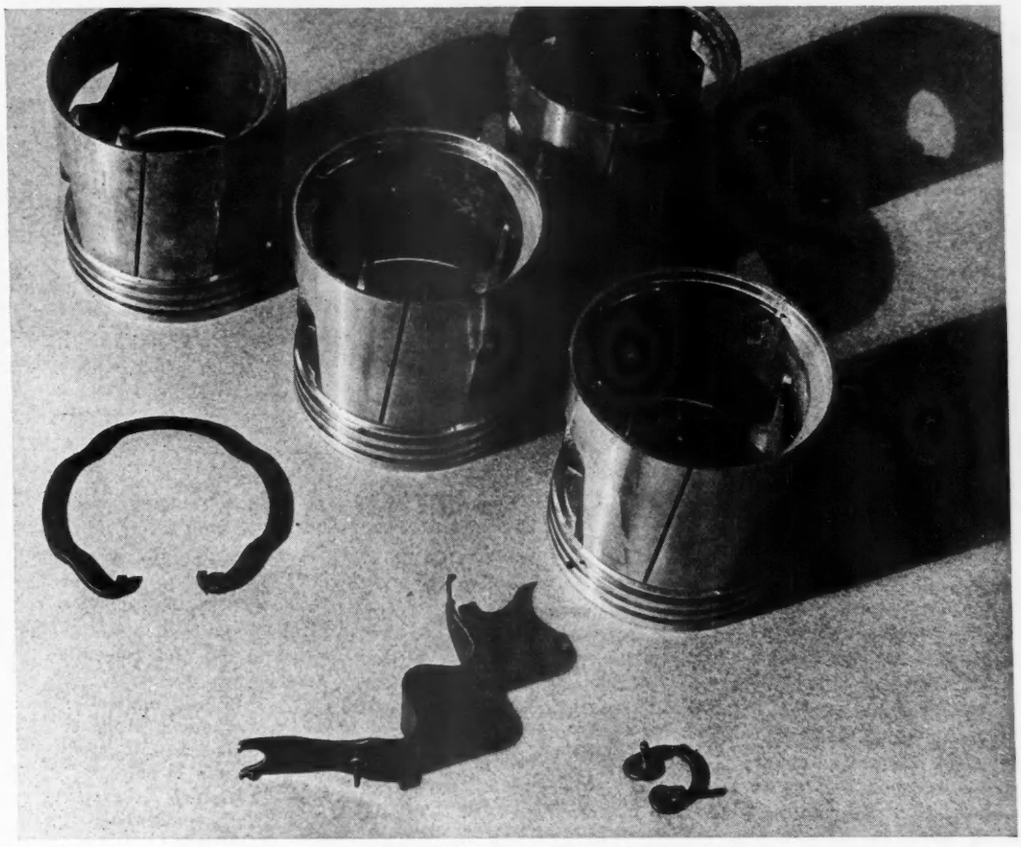
WITH the wave of regulation sweeping over official Washington and with the convening of Congress only several months away, the organized Trucking Industry might well set its lines in the direction of permanent control of the industry, whether in the next Congress or at some future time. Close cooperation with the powers at Washington, regardless of the type of control, is the only means of obtaining the best results for the industry.

Advertising on Wheels

(Continued from Page 16)

business doesn't have to have panel body trucks if you want to use these trucks for advertising purposes. With very small surface space available on the trucks, the Wagner company uses this space to the best advantage.

EACH truck is fitted with a stake body 12 ft. long and 7 ft. wide, and has a capacity of 48 half barrels. The cab and panel board are painted an attractive maroon color and on the panel board is also painted the Wagner trademark, a shield in red, white and blue with ribbon running through it. This is the same familiar shield that appears on the Wagner bottle labels and in the company's newspaper advertising. Operators of these trucks are salesmen as well as drivers and are bonded. Great care is exercised in making them safe drivers and a plan of awarding prizes to non-accident drivers has been inaugurated.



Left to Right: Ramco, Liberty and Thexton Piston Expanders

More About Piston Expanders

The Function of a Piston Expander Is Not Only to Expand Piston But Also to Support and Strengthen It

By
MELVIN W. MARIEN
Engr. Ramsey Accessories Mfg. Co.

THE first method generally used to enable alloy pistons to be fitted with small initial clearances was to split the skirt of the piston vertically on the minor thrust side (left side viewed from flywheel end). This permits flexibility and prevents high unit pressure contact areas from forming as the temperature of the piston rises. A later type of alloy piston uses invar steel struts to eliminate expansion. This piston can be made more rigid but yet the skirt of the piston must be split part or all the way according to the design of the strut.

THE split in the skirt of the piston naturally weakens the skirt and after a period of service the piston skirt collapses at the bottom. This is due to the *fatigue* of the alloy after it has been subjected to the collapsing side thrust forces which occur in an automobile engine. Although the force of the explosion is directly downward, the angularity of the connecting rod at various positions during the stroke causes this force to be split into two components, one which is in line with the connecting rod and drives the crankshaft and the other which is in such a direction as to turn the piston around the wrist pin as an axis and force it against the cylinder wall. Bear in mind that these forces are at right angles to the axis of the wrist pin.

Why Skirts Collapse

The skirt of the piston must not collapse if the piston is to perform efficiently.

The forces that cause collapse exert their pressure at right angles to the axis of the wrist pins.

The weakest and least supported part of an alloy piston is at the bottom of the skirt surrounding the split portion.

The cross-head force reacts on the weakest portion of the piston causing the temporary or permanent collapse of this portion of the skirt.

AS the piston rises in the cylinder on the compression stroke it is forced to ride against one side of the cylinder wall. When the explosion occurs the forces mentioned above come into play. If the skirt of the piston is worn and the bottom is collapsed, the piston will tend to turn in the cylinder as it is forced from one side to the other. Thus piston rocking plus vibration is created, which is evident by the knocking or slapping noise in the motor when it is

(TURN TO PAGE 66, PLEASE)

The 'Doctors' Probe Trucking

New Deal Agencies Examine It Critically and Find It Has a Rugged Constitution and a Lusty Future

By L. WHARTON

IN times of economic disturbances there is a tendency to examine critically institutions, practices, ideas, and business enterprises, which, in less critical times, are usually taken for granted. The various types of transportation facilities are not exceptions. Each agency of transportation is placed upon the examination table of public opinion, and the staff of experts—business men, attorneys, engineers, economists, accountants, merchandise specialists, tax experts and legislators—go to work to see what makes it go, while the public looks on with mixed emotions.

ONE of the patients upon the table today is the motor truck. What have the doctors found? What makes the thing go? Will the patient live? If he lives, will he be a strapping young giant? Will the doctors' bill be so great that he will find himself working the rest of his life for the doctors, or what?

One must be more foolhardy than wise to attempt to answer these questions, but the patient is entitled to have at least a bulletin indicating what the examiners have found. The public has its interest in the patient and in its own welfare, and should be given some word to help make the waiting more bearable. These bits of evidence as to what is being found are not completely agreed upon by all, but they must neither be ignored nor accepted as final conclusions.

First of all the studies of Section of Transportation Service of the Federal Coordinator of Transportation have revealed that the motor truck has a rugged constitution.

Common Carriers

A STUDY of 190 common carrier motor truck lines operating over 81,000,000 vehicle miles in freight service transported over 3,200,000 tons of traffic in inter-city service, divided among the following groups of traffic:

General merchandise	68.26%
Iron and steel articles	5.71%
Paper and paper products	3.84%
Petroleum products	2.37%
Fruits and vegetables	1.96%
Farm products (excluding cotton in bales)	1.67%
Tires and rubber	1.50%
Household goods	1.24%
Milk	1.24%
Building materials	1.22%
Automobiles	.28%
Furniture	.26%
Coal	.23%
Cotton in bales	.18%
Livestock	.15%
Other miscellaneous commodities	9.89%

Contract Carriers

A SIMILAR study of 63 contract motor carriers operating over 20,700,000 vehicle miles transported over 2,800,055 tons of freight divided among the same classes of commodities, in the following ratios:

Petroleum products	48.59%
Building materials	6.99%
General merchandise	6.85%
Iron and steel articles	2.67%
Coal	2.66%
Fruits and vegetables	1.77%
Paper and paper products	1.69%
Milk	1.47%
Automobiles	.71%
Cotton in bales	.39%
Household goods	.33%
Livestock	.21%
Farm products other than baled cotton	.11%
Tires and rubber	.04%
Other commodities	24.47%

City Draymen

A LESS comprehensive, but still relatively significant, study of 29 city draymen operating upward of 4,200,000 vehicle miles and transporting 1,750,000 tons of freight per year shows a different distribution of traffic among these principal groups of commodities transported:

General merchandise	69.93%
Household goods	10.61%
Iron and steel products	5.44%
Paper and paper products	5.03%
Fruits and vegetables	3.07%
Furniture	1.02%
Building materials	.32%
Petroleum products	.30%
Milk	.03%
Cotton in bales	.02%
Livestock	.01%
Tires and rubber	.01%
Coal	.01%
Other commodities	4.20%

It is curious to note that the city draymen considered in this study transported very little livestock, coal or tires and rubber, and no automobiles or farm products at all.

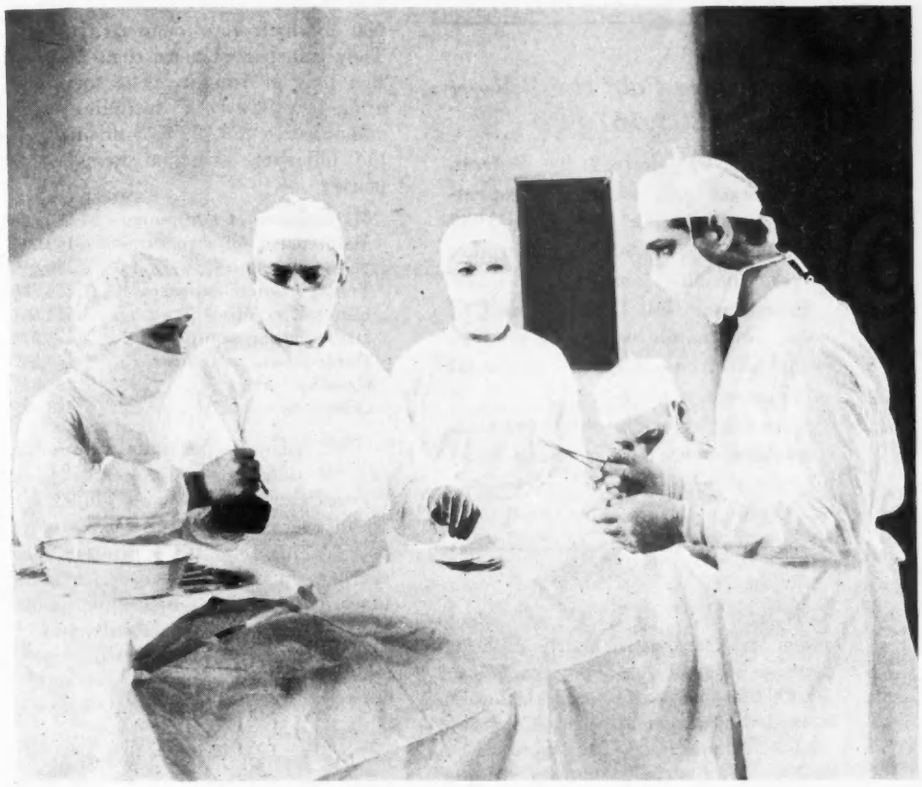
The common and contract haulers and city haulers considered in the three studies cited above are all engaged in the transportation of goods of others for hire. Now, the case of the privately operated motor truck should be considered.

Private Haulers

HERE 148 companies engaged in the transportation of their own traffic were studied. These companies operated over 141,000,000 vehicle miles per year and transported over 26,000,000 tons of freight. What did they carry?

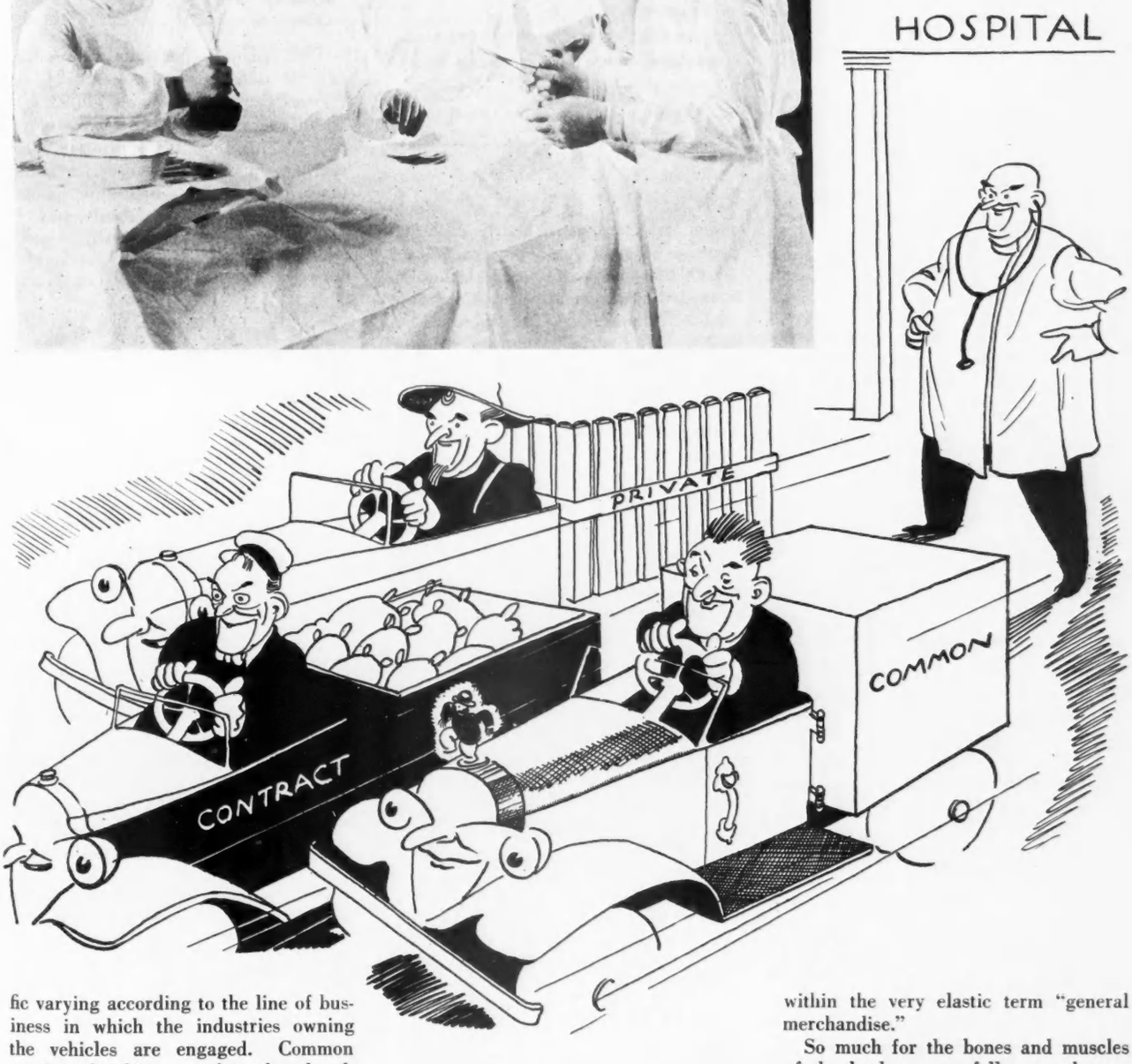
Petroleum products	14.59%
Building materials	4.89%
Farm products	3.70%
Coal	2.30%
Milk	1.51%
Fruits and vegetables	1.08%
Iron and steel products	.75%
General merchandise	.54%
Livestock	.24%
Paper and paper products	.18%
Tires and rubber	.08%
Furniture	.01%
Other commodities	70.13%

The privately owned and operated truck is preponderantly a carrier of miscellaneous specialized types of traf-



....And

Give It a Bill of Health That is Hopeful If Not Altogether Clean



fic varying according to the line of business in which the industries owning the vehicles are engaged. Common carriers for hire, on the other hand, are shown to be overwhelmingly general merchandise transporters. Contract carriers in inter-city trades tend to a much greater extent to specialize in the transportation of certain kinds of commodities. The city draymen, in contrast to the inter-city contract haulers, are primarily haulers of general merchandise traffic.

THESE studies all tend to confirm that even those who run have noticed from their own limited opportunities for observation, that the motor truck has become a factor of primary importance in the transportation of all types of traffic and a factor of peculiar prominence in the transportation of that miscellany of goods which are embraced within the very elastic term "general merchandise."

So much for the bones and muscles of the husky young fellow on the operating table. What about his blood stream—his financial circulatory system?

Doctor Section of Transportation Service has a few preliminary remarks upon this subject based upon an examination of 214 motor freight common carriers. The doctor found that these carriers operated 74,274 miles of

route, and operated more than 88,000,000 vehicle miles. It is estimated that these common carrier motor operators carried over 3,500,000 tons of freight. They earned over $19,200,000 in revenues—quite a tidy sum.

The Budget

THE money went, as money will, into the following items:

Maintenance of equipment.	$1,983,688
Maintenance of structures.	120,000
Station expense	1,579,984
Freight collection and delivery expense	358,579
Terminal expense	1,938,563
Transportation expense ...	8,037,269
Traffic expense (soliciting, etc.)	571,148
General expenses	3,567,384
Depreciation—equipment .	1,609,292
Depreciation—structures ..	97,785
Gasoline and oil taxes....	448,386
Other taxes	639,353
Total operating expenses and taxes	19,013,446
Total operating revenues.	19,207,267
Return on capital investment	1.77%

The companies studied employ over 5600 employees with total wage payments exceeding $7,300,000 a year, which averages $1289 per employee. The aggregate capital investment is nearly $11,000,000. A return of 1.77 per cent on the capital investment is better than no return at all, but it is not an adequate return. It is far from compensatory in a business subject to the business, regulatory and tax hazards of the motor transport industry.

Comparative Operating Costs

THE studies of the Section of Transportation Service are interesting for some "yardstick" figures by which motor truck common carriers can measure their unit costs by comparing them with the average cost of 214 operators. Total operating revenues were found to average 21.7 cents per vehicle mile and $5.41 per ton of freight transported. Collection and delivery costs were about 68.5 cents per ton of freight; traffic expenses, 14.5 cents per ton; and general expenses, 81 cents per ton. Gasoline and oil taxes came to a little over a half cent per vehicle mile, and other taxes a little over 14 cents per ton. Total operating expenses and taxes amounted to 21.49 cents per vehicle mile or $5.357 per ton, which left very little out of the 21.7 cents per vehicle mile and $5.411 per ton earned in total operating revenues.

THE financial pulse of 71 inter-city contract haulers was found to be considerably stronger than the inter-city common carriers. These carriers operated over 23,500,000 vehicle miles and transported nearly 2,500,000 tons of freight. They earned over $5,600,000 in operating revenue, which averaged 23.8 cents per vehicle mile and $2.28 per ton. They paid $149,000 in gasoline and oil taxes or over 0.9 cents per vehicle mile, and nearly $175,000 or about 6.9 cents per ton. The contract carriers' operating costs were over $4,900,000 or 20.8 cents per vehicle mile, or $1.99 per ton, which left a net operating income of over $710,000, and a return of 26.39 per cent on the capital investment of $2,691,165. These companies employed 1398 employees, and had an annual payroll of $1,994,957, or $1,427 per employee.

NOW let us look at the doctors' chart of a test made of 34 city draymen. They operated 4,690,000 vehicle miles and carried over 1,947,000 tons of freight. For this they earned over $1,546,000, or 32.9 cents per vehicle mile and $7.94 per ton. Gasoline and oil taxes amounted to $22,626, or 0.65 cents per vehicle mile, and other taxes absorbed nearly 3 cents per ton. Total operating expenses were over $1,564,225, equivalent to 33.3 cents per vehicle mile, or 80.3 cents per ton, producing a deficit of $17,531, when compared with operating revenues of $1,546,694, on a capital investment of $760,629.

The carriers in city drayage service employed 555 employees and paid them nearly $750,000, or an average yearly wage of $1351.

NOW we may look over the physicians' shoulders as they probe the "innards" of 148 private haulers operating fleets of 10 or more vehicles each. These companies operated over 141,000,000 vehicle miles, nearly 113,000,000 of which were in inter-city service. They transported more than 26¼ million tons of freight. The total operating expenses, including taxes, amounted to $29,929,072, divided upon the following principal items of expense:

Maintenance of equipment.	$4,030,086
Maintenance of structures.	160,725
Station expenses	158,019
Transportation expenses ..	17,776,830
General expenses	1,663,664
Depreciation, equipment ..	4,083,923
Dpreciation, structures ...	263,667
Gasoline taxes	468.073
Other taxes	920,985

The business concerns represented in this diagnosis employ 11,124 employees and pay them over $14,930,000, or an average of $1,342 per employee engaged in motor transportation. The average operating expenses, including taxes, of the private operators, amount to 21.19 cents per vehicle mile, or $1.14 per ton of freight transported.

IF we compare the total operating expenses, including taxes, of each of the four types of motor freight operations, we find this interesting contrast:

Type of Operation	Number of Operators	Average Cost of operation including taxes Per Vehicle Mile	Per Ton
Common carriers	214	21.49¢	$5.357
Contract carriers.	71	20.81¢	1.994
City draymen ...	34	33.35¢	.8031
Private haulers..	148	21.19¢	1.1402

It is significant that the cost of operation per vehicle mile of common and contract carriers and private average within a range of less than three-quarters of a cent per mile. The higher average cost of city draymen is due to the higher cost of operation per mile through congested city streets as compared with inter-city operation. The expenses per ton vary greatly. The contract carriers' and the private haulers' costs are not far apart because they are engaged in the same type of operations, while the city draymen have short hauls as compared to inter-city operators, which are of course reflected in the costs.

THE motor transportation industry has a rugged constitution, that much is clear from the present stage of examination. It is not uniformly in good condition and the vitality of some parts has been relied upon to carry the less healthful parts. Changes may be desirable; just what changes, it is premature to state, but surely the industry itself, if it examines its condition and is ready to make the changes indicated by the final diagnosis, should go forward to even more healthy existence in the future than it has ever enjoyed in the past.

Trucking Paid the Bill—$303,467,000

REVENUE derived by Federal, State and local governments from motor truck taxation in 1933 totaled $303,467,000 in registration fees, gasoline and excise taxes. Trucks were but 13½ per cent of the total motor vehicles registered and paid 27 per cent of the special motor vehicle tax bill.

As the doctors' probing revealed, trucking must have a strong heart to pay this bill and survive.

AFTER HOURS

Editorial Comments

The New Deal Administration Oils the Machinery for Federal Truck Regulation

By GEORGE T. HOOK

Editor, Commercial Car Journal

AT this very moment the federal regulation pot is boiling furiously. In the pot there's steam, and below the steam there's stew. The Administration is furnishing the steam, and the trucking industry the stew.

The first blow-off came when President Roosevelt entertained several distinguished visitors at the Hyde Park summer White House. J. J. Pelley, president of the New York, New Haven & Hartford Railroad, got the President's ear first. Joseph B. Eastman, Federal Coordinator of Transportation, followed the next day.

THE Eastman and Pelley newspaper interviews dealt, among other matters, with regulation of the "railroads' competitors." They left no doubt that the subject was discussed with the President himself. And the conviction that regulation of highway transportation is a topic of conversation among Administration officials was strengthened just the other day when none other than Jesse H. Jones, chairman of the Reconstruction Finance Corp., which has suckled the starving railroads throughout the depression, went out of his way to say that all transportation services should be brought under a single regulatory control. He expressed the opinion that fewer trains and probably fewer trucks and barges could provide adequate service.

Roosevelt Retreats

ALL this indicates that the Administration intends to make highway transportation regulation a Congressional matter in 1935. The Administration, naturally, will support Coordinator Eastman's proposals. Mr. Eastman may modify some of the demands he made during the last session of Congress, but there is no likelihood that he will abandon his conviction that whatever legislation is adopted, its administration should be in the hands of the ICC.

THE most significant thing about all these happenings is the apparent change in President Roosevelt's attitude. It is probably true that he did not press for truck and bus regulation at the last session of Congress because it was at odds with his NRA program of industrial self-regulation. What has happened to change the President's attitude?

The obvious answer is that he has become convinced that self-regulation by means of codes has serious defects. That is why the NRA is now undergoing a major overhaul. Its face will be lifted so that most business men can look at it without experiencing an impulse to bite off its meddlesome nose. The new face apparently won't be styled to suit the trucking industry so the alternative is imposed regulation by federal statute.

OCCURRENCES within the trucking industry have tended to throw the weight of opinion against code regulation. For almost a year the industry has been stewing in its code of fair competition. No industry tackled the recovery problem with a greater display of willingness to cooperate with the Government. But delays, evasions and incompetency, which can be laid right at the door of the National Recovery Administration, have so thwarted the natural inclinations of the industry that today it finds itself trying to work under a code that is still subject to a host of interpretations, is still incomplete, and is so ineffective as to cause discontent.

In fact, there are unmistakable rumblings of revolt against the trucking code (a fact which doubtless has not escaped the sharp ears of the Administration), and more and more operators are becoming converts to the idea that compulsory regulation is the only knife that can cut them a piece of the stability cake.

THE conviction has penetrated even some of the leaders who have been staunch supporters of code regulation. It is a certainty that code versus federal regulation will be a heated topic of discussion at the first annual convention of the American Trucking Association in Chicago next month. And those code supporters who are still 100 per centers will have to sharpen their wits, lubricate their tongues and come well loaded with arguments if they want to stem the rising tide in favor of federal regulation.

CONGRESSIONAL consideration of trucking regulation may take on the interesting aspect of a three-ring circus.

In the center ring will be the Administration bill as framed by the Federal Coordinator. On one side will be the shippers with their more "liberal" provisions, some of which were discussed in the scoop article in last month's CCJ. On the other side will be the trucking industry with a bill of its own making because this opportunity for aggressive action must not be missed.

If Ringmaster Roosevelt should take to cracking whips Congressional action might become a foregone conclusion. But the issue is not political and has no vote trading possibilities, so Congressmen may be free to act as individuals. Even if they should mass themselves into an Administration steam-roller, the Senate may still be expected to slow up the machinery and give the fair dealers opportunity to weed out railroad bias.

A Code Coming Up

ANOTHER code—the truck retailing code, which has to do with the sale of motor vehicles used commercially—is also treading a thorny path. Its chief proposals, you will find, bleeding and bruised, on another page. Many of them represent compromises which heavy-duty manufacturers would rather not make.

It has faults that will be apparent to everyone affected. Fleet operators won't like the definition of a bona fide "fleet purchaser" and may frown upon the scale of trade-in allowances. Branch houses will find lots to kick about. Most dealers will find something the matter with it but may raise no objections because most of the provisions are obviously designed to give truck dealers a break.

AND when a supplement is finally okayed don't be surprised if it shows up toothless. The fact is that any code, coming up for approval from here on, that has price-fixing features in it such as trade-in allowances, stands the well-known snowball's chance of getting the Roosevelt signature. Price-fixing features in codes have just about ruined the NRA idea and, it is intimated, the President himself feels that in a Supreme Court showdown price-fixing provisions would be ruled anti-trust law violations.

So you can gage for yourself whether to bet on the code's cutting a sharp set of teeth or coming out with bare gums that will get nowhere trying to crack the hard truck-retailing nut.

Tips on Tire Maintenance

Fleet Operator Pooh-Poohs Idea of Tying Up Man for Tire Inspections; Simplifies Job With Tire Records

By BILLIE BURGAN
Fleet Supt., Hage's Ice Cream Co.

WALKING around trucks in their stalls without even an air gage may be called a daily tire inspection. It may be good practice as some of the outward faults of the tires, as well as other parts, may come to the attention of the inspector. However, this form of inspection does not give a very accurate picture of the condition of the tires. If the inspection is made thoroughly, it means more work and tying up a man who could be free to do other things.

Another item that appears frequently in advice on the maintenance of tires is: Have one man in the fleet organization responsible for all servicing of tires. If this be good advice, what is the value of the records we so painstakingly keep? If only one man is able to understand and be guided by tire records it is time that the records were either abandoned or else kept in such fashion that they could be understood by all interested persons.

OUR own method of checking tires is simplicity itself. We keep records and no one man is relied upon to do the checking. Operators read the records to learn the condition of their tires and they judge from that reading whether or not tires need servicing.

The tires are checked each Thursday. When finished, the man who does the checking merely writes the date on the tire check sheet in the space provided. When he writes the date on the card it means that he has parked the truck at one of the air outlets. Then with hose, gage, core wrench and screw driver in hand he has checked the air pressure, knowing that a normal air loss for the week is 3 to 5 lb. Five to 20 lb. loss usually means a bad valve core. Over 20 lb. loss is a puncture or some other kind of a leak.

WITH the pressure loss known, a close external inspection tells the operator whether or not a knock-down job (dismounting job) is necessary.

We aim at 20,000 miles per tread. Sometimes we fall short of this goal and sometimes we go over. One pair gave us more than 40,000 miles. The point is that we know what we get. For every tire there is a card in the file that gives the history of the tire. The date of first installation, the make, the number, speedometer reading, changes and positions used are all given on this card. When a tire is retreaded it is indexed the same as a new one.

THESE cards have taught us that it pays to make a special effort to match tires that are to be used on dual wheels. We even go to the trouble to lay an odd worn tread in stock for a time until its mate lines up for another truck. We have also found that heavy puncture-proof tubes reduce the service necessary when used on the dolly tires of a six-wheeler.

One thing that we learned (not from the cards but from tire work) is that a dependable air supply of ample capacity will release men for many hours to do other work.

Truck No.	Checked on Thursdays					Notes	End of Month Speedometer
1	3	0	17	24	0	On Reserve	26,149
2	3	10	17	24	31	.....	40,434
3	√	√	√	√	√	Solids	55,144
4	3	10	17	0	31	Away All Day	78,320
5	4	10	17	24	31	.....	53,085
6	3	10	17	24	31	.....	88,671
7	3	10	17	24	31	.....	73,533
8	3	12	17	24	31	Away on Thur.	23,461
9	√	√	√	√	√	Solids	42,598
10	3	10	17	24	31	.....	79,909
11	3	10	17	24	31	.....	27,224

Tire inspection chart. The last column carries end of the month speedometer readings for the purpose of pro-rating mileage and distance traveled of each vehicle. Truck No. 8 was away from the shop on the 10th, so checking was done on the 12th

Tire Size 650x20 — Tire Record Make ..... — No. 526,294 — Rear Right Inside — Cost .....

Issued	Truck Mileage	Taken Off	Truck Mileage	Distance Run
7/9/31	0	9/14/32	15,984	15,984
10/20/32	22,184	.....	24,287	2,103
11/8/32	(Repair Shop)			
11/21/32	17,337	2/20/33	19,839	2,502
			Total Mileage	20,589

This record shows the complete history of a tire which started on truck No. 20 on right rear inside, was remounted 10/20/32 for same location on Truck No. 18, was later mounted and matched to original truck 11/21/32, and finished and classed "Out" with 20,589 miles to its credit on 2/20/33

Keeping Track of Trucks

Dispatching Board Designed by Fleet Operator Quickly Tells Where His 75 Trucks Are and What They Are Doing

Truck Detector

Martin Richards, of Richards Trucking Co, Los Angeles, designed this "detecting" board which enables him to keep easy tab on his trucks, their mechanical condition, etc. A truck and driver cannot play truant because the board has a marker for every truck in and out of the garage—where it is and why.

By R. DEWITT MILLER

THE ever-pressing problem of speedily and accurately locating each piece of equipment in a large truck fleet has been solved in an original manner by Martin Richards, president of the Richards Trucking Co. of Los Angeles, operating 75 pieces of equipment on both special and regular runs. To graphically present the condition of the system at any given moment, a dispatching board, 2 by 4 ft. in size, was designed by Richards and fastened to the wall of the dispatcher's office.

THE background of the board is painted green. Across it are vertical white lines, dividing the board into five main sections. Three of these sections represent the company's chief terminals: Los Angeles, Santa Ana, and the Los Angeles Harbor. The fourth column designates the special runs which the company makes in addition to its triangular route. The fifth column, headed "Bad Order," represents the repair shop. Along the right-hand side of the board is a series of 75 numbers, corresponding to the numbers of the various pieces of equipment.

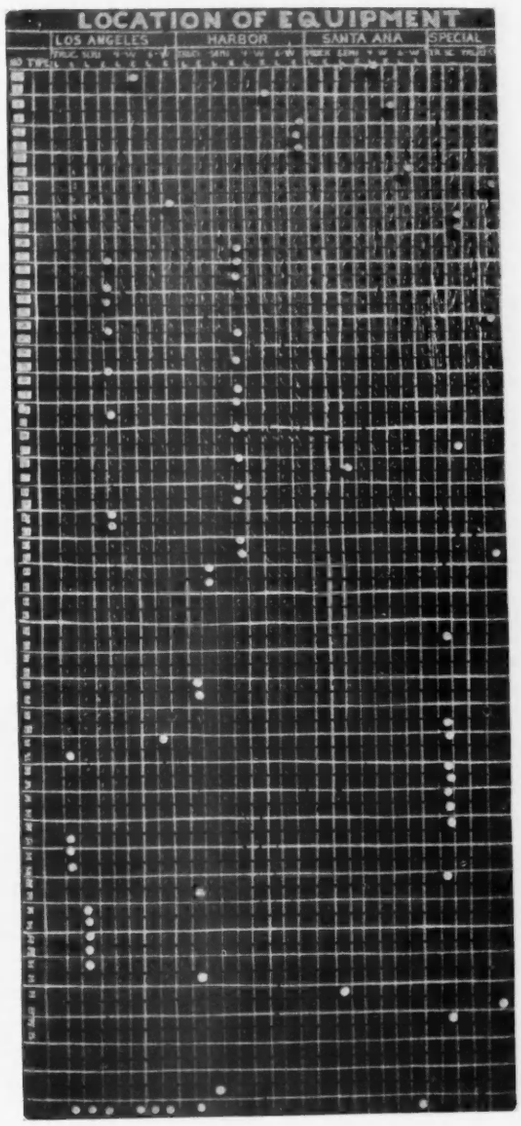
ALL of the vertical columns, except the "Bad Order" section, are divided into four parts to show the different types of equipment operated by the company: trucks, semi-trailers, four-wheel trailers, and six-wheel trailers. Each of these four sections is again divided so as to show the condition of the equipment, either loaded or empty. Horizontal lines between the right-hand numbers produce a checker-board effect.

A small hole is bored in the center of each square, giving each piece of equipment a row of holes extending horizontally across the board, representing every possible type, location and condition of that piece of equipment. Ten-penny nails are used as pegs to mark the movement of trucks and trailers.

AS an example: Suppose trailer 28 is at the Los Angeles terminal and empty. The peg for that trailer would be in vertical column headed "Los Angeles," and in the "Empty" square. If the equipment in question is a four-wheel trailer, the peg will show that by being in the vertical column headed "Four-Wheel Trailer." This last fact saves the dispatcher recalling what type of equipment each number signifies.

IF trailer 28 moves to the Harbor terminal and is filled, the peg shows that location and condition. If it goes into the shop for repairs, the peg in the "Bad Order" column tells the dispatcher that the trailer is not available for service.

There is no head scratching, no need to cultivate a prodigious memory, no schedule on paper to blow away or be torn up. The dispatcher has only to glance at the board to tell how his equipment is functioning.



Richards' "Ouija" board that tells him everything he wants to know about the condition of his fleet of 75 trucks

International Adds 6 Models

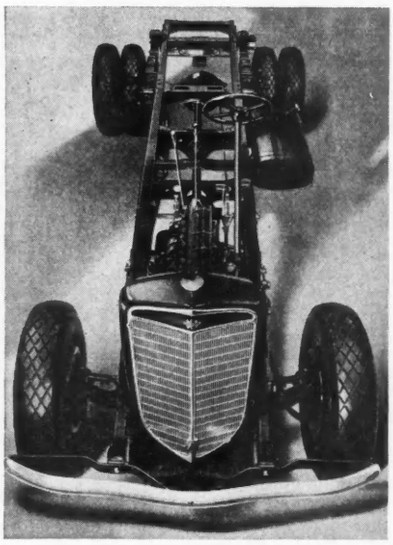
New Truck Models Are Powered With IHC FAB-3, FBB, and FBB-3 Valve-in-Head Engines of 78 to 90.4 h.p.

NEW International Harvester Co. trucks just announced include models ranging from ½ to 5 tons in capacity. The forerunner of this new line, the ½-ton Model C-1, was announced some time ago. The larger models now being shipped from the factory carry the same distinctive lines and attractive finish.

The new models include the C-20, 1 to 1½ ton rated capacity, which has a maximum allowable gross weight of 8300 lb. It is powered by a four-cylinder engine and is built in 133 and 157 in. wheelbases.

SIX-CYLINDER Model C-35, available in 136, 160, and 175-in. wheelbases, is powered by an IHC Model FAB-3 valve-in-head engine which develops 78 horsepower at 3400 r.p.m. and 160.4 pound-feet torque at 800 r.p.m. Compression ratio is 5.4 to 1 and displacement 222.7 cu. in. The rated capacity of this model is 1½ to 2 tons, with a maximum allowable gross weight of 10,400 lbs.

The Model C-40, rated at 2 to 3 tons, with a maximum allowable gross weight of 13,000 lbs., is equipped with the same powerplant as the C-35 but instead of a four-speed conventional-type transmission the C-40 has a five-speed transmission with one reverse. Helical constant-mesh gears in third and fourth speeds assure quiet operation. This model is available in 145, 155, 170, and 185-in. wheelbases.

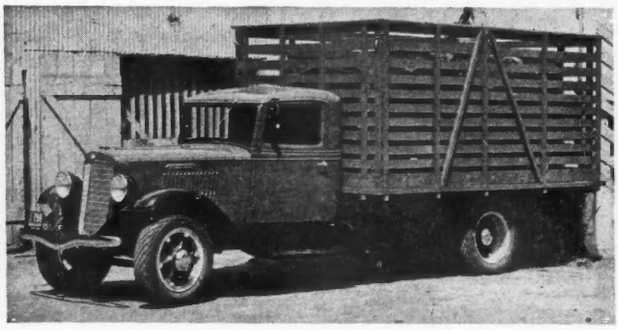


4½-ton capacity chassis model C-55

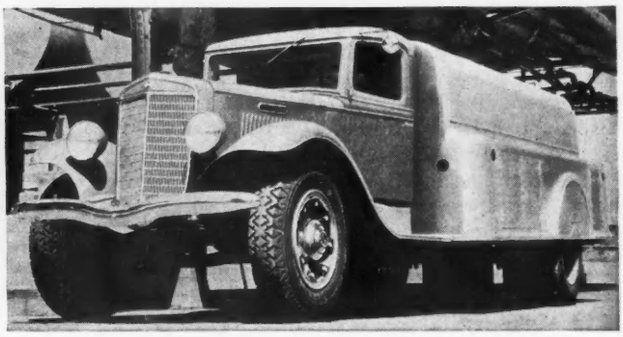
THE Model C-50 has a maximum allowable gross weight of 16,100 lb., with a rated capacity of 3 to 4 tons. It is built in 145, 156, 170, and 185-in. wheelbases. This model is powered by the six-cylinder valve-in-head International Model FBB engine, which, like the FAB engine employed in the Models C-35 and C-40, has replaceable cylinders, exhaust-valve seat inserts, replaceable precision-type bearings, and other features which contribute to its economy and efficiency. The Model C-50 engine has a 3⅝ in. bore and 4½ in. stroke, with displacement of 278.7 cu. in. It develops 82.3 horsepower at 2800 r.p.m. governed speed and a peak torque of 191 pound-feet at 800 r.p.m. The rear axle is of the spiral bevel gear full-floating type.

MODEL C-55, built to carry a total of 14,000 lb., including body, cab, and equipment, and rated at 3½ to 4½ tons, has a maximum allowable gross weight of 21,500 lb. The Model C-60, 4 to 5 tons, has the same maximum allowable gross weight.

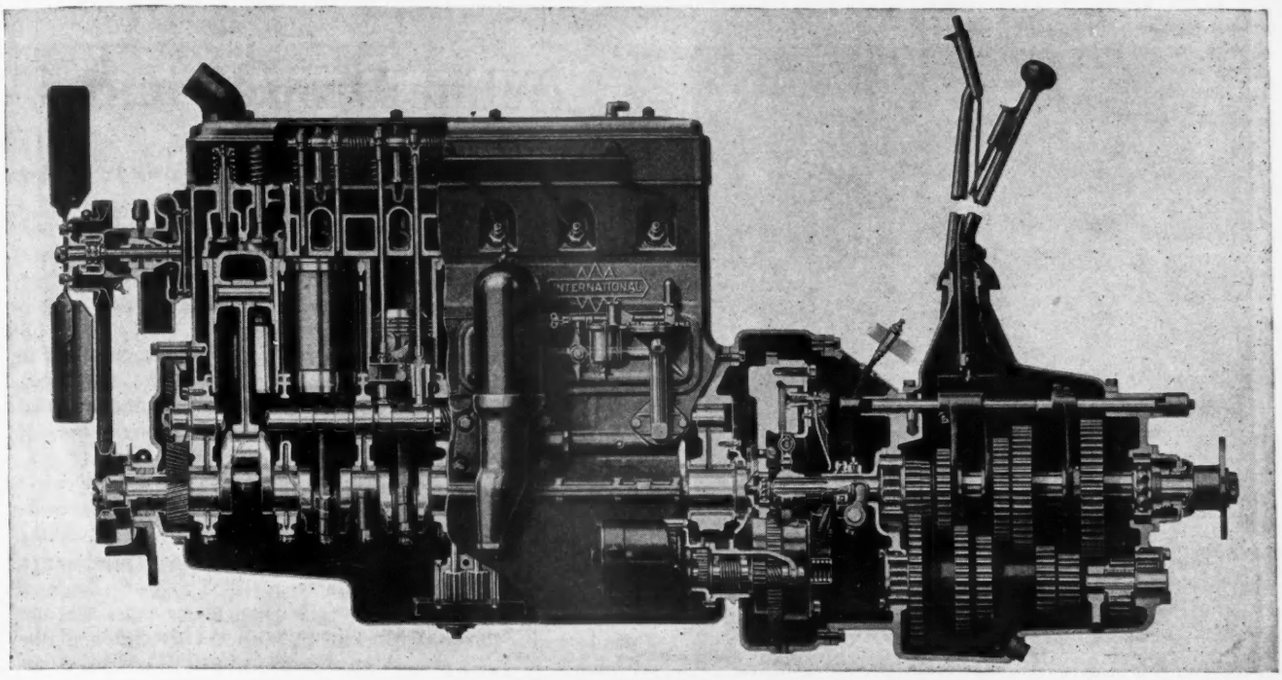
These models are alike with the exception of the rear axle. The Model C-55 has a spiral bevel drive-gear rear axle, while the Model C-60 has a double-reduction axle with herringbone gears for the first reduction. Both rear axles are of the full-floating type. These models are built in 140, 156, 170, 190, and 210 in. wheelbases. The powerplant of the Models C-55 and C-60 is the six-cylinder International Model FBB-3, also of the valve-in-head type, with replaceable cylinders and



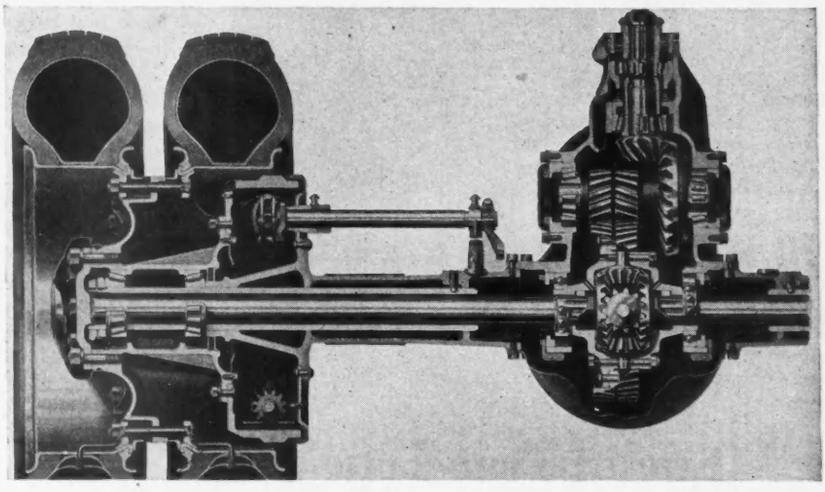
Model C-35 with large stock body and 6-cylinder engine



Model C-55 available in 140 to 210 in. wheelbases



Above—Sectional view of new IHC 6-cylinder valve-in-head engine for models C-55 and C-60 which develops 90 h.p. at 2800 r.p.m.



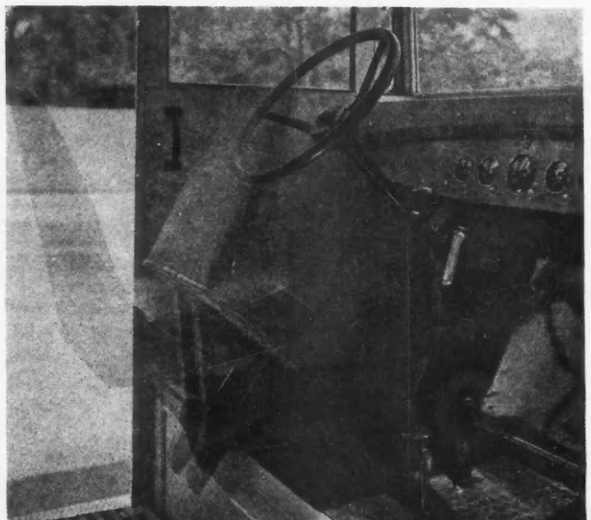
Right—Double-reduction drive rear axle of model C-60. Spiral-bevel and herringbone gears form first and second reduction respectively

Below—Model C-60 powered by a 90 h.p. engine, and with a gross weight allowance of 21,500 lb., is built for stamina

valve-seat inserts. This powerplant—bore, 3¾ in., stroke, 4½ in., displacement 298.2 cu. in.—develops 90.4 brake horsepower at 2800 r.p.m., its governed speed. Its peak torque is 213.5 pound-feet at 800 r.p.m.

ALL of these new Internationals are of the same streamlined design which is carried out in cabs and in panel bodies. Suitable body types to meet all hauling requirements are available for each.

Another factor which contributes greatly to the attractive appearance of International models is the finish. The company has recently installed, at its motor truck works, equipment for applying and baking the latest type of enamel finish, which is baked on and which holds a gloss after the trucks are in service. Chassis, cabs, and various body types are available in a wide selection of colors.



Top—Relative positions of driver's seat in White's drop frame model. Below—Full view of the drop frame body on a standard 701 model available in three wheelbases

White Drop Frame

A NEW type of multiple-stop delivery vehicle in the low price field is announced by the White Co.

Incorporating the desirable features of a drop frame unit with the safety, economy and flexibility of the conventional straight frame truck, this new Model 701 fulfills the requirements for specialized delivery units. It is driven from a seated position.

The application of the features of the drop frame truck in an otherwise conventional chassis, with none of the disadvantages of the special control mechanism, and unusual method of driving, has been done after a thorough study of the requirements of multiple-stop delivery service.

This new model recognizes the importance of greater driver production as a primary factor in delivery operations. Increased driver efficiency has been accomplished by making it easy to mount or slide out of the seat and providing a wide well with full head room from which to work the load.

This new White is built of the same major units that are used in the standard Model 701, with the exception of the frame.

The engine, in particular, is well adapted to multiple-stop service because of its gasoline economy. Tests have been made that indicate that at idling speeds, this engine has very low gas consumption. One of these tests was made in a branch service station at which time the Model 701 engine idled 35 per cent longer on a gallon of gasoline than a small four-cylinder engine. A check of the results of this test showed the 8A engine of the Model 701 to idle nearly 3½ hours on a gallon of gasoline at 300 r.p.m.

The chassis is available in three wheelbases, 112 in., 122 in., and 138 in. A two-shoe propeller shaft brake is provided for the most severe service and a rear mounted gasoline tank of 21 gallons capacity is furnished with all wheelbases.

Many operations do not require a full drop well through the entire width of the body, but a wide interior running board built into the body directly to the rear of the cowl, is of decided advantage to the driver in handling of the front part of load. For this class of service, a special unit with a drop on the right side of frame only may be supplied.

Euclid Trac-Truck

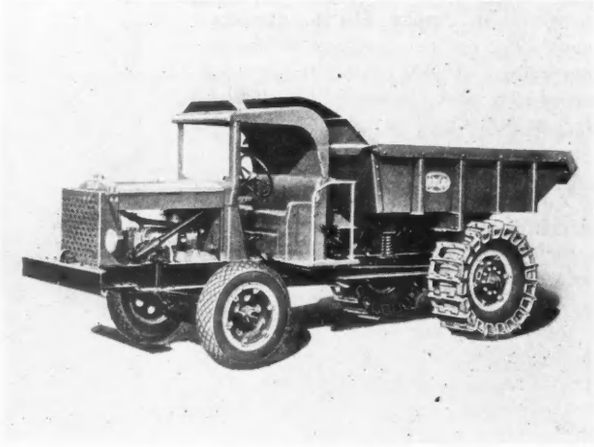
THE Euclid Road Machinery Co., Cleveland, O., is producing a new truck designed especially for road building and other heavy duty work. The truck comes equipped with a dump body of Euclid design, operated by a hydraulic hoist. Wheel tracks, which can be installed and removed on the rear wheels over regular tires, are standard equipment. The dump body is mounted on coil springs.

Steering brakes, which are individual wheel brakes, operated by separate pedals, supplement the regular service brake which is mounted on the drive shaft. The truck is powered with a Waukesha Model SRK engine, bore 4⅝ in., stroke 5⅛ in. It delivers 100 h.p. at 1800 r.p.m. The rear axle is the Euclid type double reduction.

Wheelbase is 130 in., with an overall length of 244 in. The dump body is of 6 cu. yd. capacity, with a pay load rating of 20,000 lb. The body can be elevated to an 80 degree dumping position and maximum load can be dumped in 15 seconds.

The front wheels are equipped with 9.00 x 22 tires and the rear wheels, when single tires are specified, are equipped with 12.00 x 24 tires. When duals are specified the size 11.25 x 24 are used. A cab shield is incorporated into the body design to prevent cab damage by the shovel when loading.

The engine develops tremendous pull through the low gear reduction to the final drive—with tire tracks increasing the traction sufficiently to use the greater power—even in soft ground.



Euclid Trac-Truck with tire tracks installed

New Hercules Diesel

HERCULES MOTORS CORP., Canton, O., makes an addition to their line of six-cylinder Diesel engines in their Model DRXB, 4⅜ x 5¼ in. This engine, with a displacement of 474 cu. in. and an N.A.C.C. rating of 45.9 h.p., develops 120 h.p. at 2000 r.p.m., and a maximum torque of 340 lb.-ft. This torque curve is exceptionally flat, varying but 40 lb. from 600 r.p.m. up to 2200 r.p.m. The engine is a full Diesel of the auxiliary combustion chamber type which controls the burning of the fuel.

Both the crankshaft and camshaft are carried on seven bearings, the former being 3 in. in diameter, with 2⅝ in. crankpins and full floating piston pin of 1⅝ in. diameter. Main and connecting rod bearings are removable steel shells lined with high-lead bronze, capable of carrying high pressures and temperatures.

Aluminum alloy pistons are used. Connecting rods are of heat treated chrome nickel molybdenum steel and rifle drilled for wrist pin lubrication. Connecting rod bolts are forged integral with the connecting rod forgings. Wrist pins are full floating.

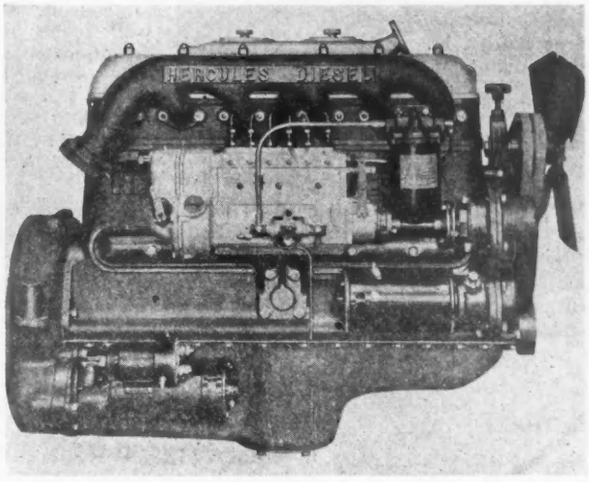
Water jackets are constructed so that the portions subjected to the highest temperatures are swept by water under high velocity, by means of a centrifugal type water pump.

The fan is driven from a pulley on the extended shaft of the water pump, and when an air compressor is required, for brakes or other purposes, it is mounted on a bracket attached to the gear cover and is driven by the same belts that drive the fan.

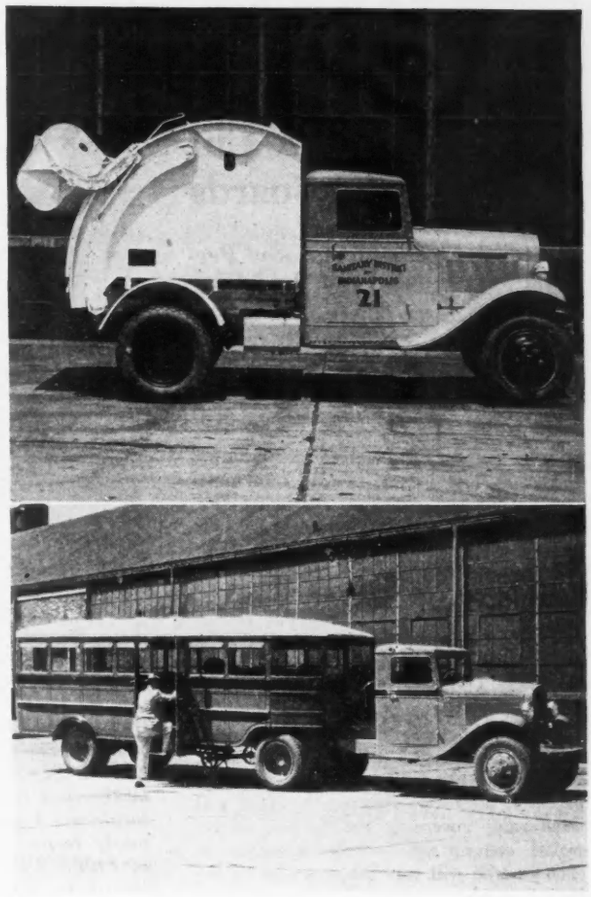
Bosch type main injection pump is used and the engine is designed to accommodate such accessories as a 24 volt generator, 24 volt starting motor, automatic governor, fuel and lubricating oil filters, air cleaners, fuel timing device, viscometer unit.

This model is also built into complete power units, either fully enclosed or as open types, such as are regularly used for oil field service, general industrial application and for both pump and generator drive.

In the pressed steel oil pan is provided a self-priming double scavenging oil pump, assuring ample lubrication with the engine operating up to as much as a 45 degree angle off the horizontal plane.



Hercules new six-cylinder diesel model DRXB develops 120 h.p. at 2000 r.p.m.



Top—Marmon-Herrington model A10-4 equipped with special garbage body. Below—Semi-trailer bus with M-H four-wheel-drive tractor

Bus and Garbage Jobs

ONE of the newest types of garbage collection vehicles has been added to the equipment of the Sanitary District of Indianapolis. This unit is the product of the Marmon-Herrington Co., Indianapolis.

The truck is a special Marmon-Herrington Model A10-4, driving through all four wheels. It has a rated capacity of 1½ to 2 tons and is equipped with both standard and auxiliary transmissions, with a total of eight speeds forward and two reverse.

Mounted on the chassis is one of the most advanced types of garbage collection bodies, operated hydraulically by the engine of the truck. On the rear is a loading bucket with a capacity of three-quarters of a cubic yard. When this bucket is filled, it is automatically raised to the top of the body and the contents deposited in the main compartment of the body which has a capacity of 6 cu. yd. of garbage.

The entire body is both water tight and air tight. When closed, there is no odor whatever. To empty the main compartment, the entire body may be raised by a slant-type hydraulic hoist.

Another new unit is the semi-trailer type of school bus, the tractor chassis of which may easily be detached and used for other purposes while not in school service. This unit has a four-wheel-drive chassis and a semi-trailer bus body.

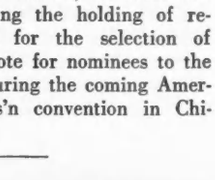
Changes in Code Cut Out Regional Boards

Electoral College to Choose Permanent Members of the NCA

Two amendments to the Code of Fair Competition for the Trucking Industry recently approved by the NRA provide for the elimination of the Regional Code Authorities and the setting up of an electoral college to elect the permanent members of the National Code Authority.

The NCA petitioned the NRA for modification of the code in the belief that administration matters delegated to the Regional Code Authority could best be administrated by inter-area committees appointed by the State Code Authority. In establishment of the electoral college it is the thought of the NCA to obtain the election of permanent members of the National Authority through the representation of all members of the industry.

Although signatures have been obtained for this code modification, stay has been granted for filing of protests. In anticipation of approval, however, the NCA will issue rules governing the holding of regional conventions for the selection of electors who will vote for nominees to the NCA in Chicago during the coming American Trucking Ass'n convention in Chicago October 22.



Walter A. Maynard, who has been appointed factory representative in Eastern and middle Western states for Cummins Engine Co., Columbus, Ind.

Dodge Sales Gain

Dodge commercial car and truck sales for the week ending September 1 were the highest in the history of the company's business. In the six-day period ending September 1, sales reached 2,254 units as against 1,151 units delivered the week before, an increase of 95.8 per cent, or 1,103 units.

Total 1934 truck sales volume up to September 1 was 32,884 units as against 12,424 units delivered in the corresponding period of 1933, the gain in favor of 1934 being, so far, 164.7 per cent.

ATA Convention Oct. 22

The first national convention of the American Trucking Association scheduled for this month in Chicago at the Stevens Hotel has been changed to October 22 to 24.

New Code Administrators

Leighton H. Peebles Charles P. Clark

With announcement of a new alignment of code groupings under the NRA into 22 classes, comes word that Leighton H. Peebles is in charge as Acting Division Administrator of the new division embracing the trucking industry. Charles P. Clark is Acting Deputy Administrator in charge of the Transportation section. Mr. Peebles was formerly Deputy Administrator in charge of Public Utility Codes. Mr. Clark is known for his fine work as an administration member of the National Code Authority

Special "For-Hire" Group Must Share Code Costs, Says Johnson

For-hire members of the trucking industry whose principal line of business is in some other industry or industries no longer are exempt from contributing for the costs of code administration in the trucking industry, as a result of NRA's orders.

The ruling followed Administrator Johnson's approval of an application by the Code Authority of the trucking industry for termination of the Administrative order of May 26, as it applied to the "for-hire" members of the industry.

Overman Appoints West

Sid West has joined the staff of the Overman Cushion Tire Co., New York City, to assist in development and promotion of national account sales. His work in the truck operation and maintenance field has made him well known to prominent fleet owners.

Hastings Advertising Trucks

A fleet of advertising cars is being put into the field by the Hastings Mfg. Co., Hastings, Mich., to be used in contacting the 23,000 repair shops which have Hastings free compression test units. Each car contains a complete assortment of Hastings advertising material and is operated by a man trained in piston ring work.

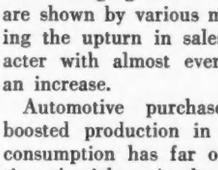
Truck Sales Up 88% for First 7 Months

Production Up 87.5%; Rising Trend Seen in Related Lines

With an encouraging 87.5 per cent increase in production and 88 per cent rise in sales of trucks during the first seven months of this year over the same period last year, sentiment in the commercial truck field is that this decisive upward movement is indicative of improvement in all industries.

Production figures showed a total of 374,035 units for the first seven months of the current year against 199,394 units for the same period last year. Sales of trucks for this period, in all classes, totaled 232,244 this year against 123,472 for last year. However, production over-ran sales by approximately 100,000 units in the 1½-ton or less, 2, 3 and 3-½ ton classes. Gains ranging from 11 to 230 per cent are shown by various manufacturers, making the upturn in sales national in character with almost every district showing an increase.

Automotive purchases of steel have boosted production in that industry and consumption has far out-stripped production. A pick-up in the machine tool business indicated by developments in recent weeks is a direct reflection on automotive sales and production activity.



W. L. Schweninger has been appointed Western Sales Manager, Fleet Division, for the Federal Motor Truck Co. of Detroit. He will make his headquarters at the company's Chicago branch

Stanton with Autocar

Arthur T. Stanton has been appointed sales manager of the Studebaker division of the Autocar Co. Mr. Stanton will contact the Autocar branches and dealers who are selling Studebaker light trucks in combination with the Autocar heavy-duty line. He was formerly head of Stanton Motors, Inc., Columbus, O.

Smith, Dahlquist and Rasey

Lon R. Smith, Charles Dahlquist and G. C. Rasey have been appointed sales representatives for Hercules Motor Corp., Canton, O.

Mr. Smith is assistant sales manager, Mr. Dahlquist and Mr. Rasey represent the company's diesel engine line in the automotive and industrial fields.

COMMERCIAL CAR JOURNAL'S

TRUCK SPECIFICATIONS TABLE

The Commercial Car Journal's Truck Specifications Table is brought up to date in each issue from data supplied monthly by truck manufacturers

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KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.
***—List price not yet established. Ready next issue.
Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.
Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.
Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.
Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.
Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.
(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.
(N) Not available as tractor.
(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.
c. o. e.—Cab-over-engine design.
(3) Corbitt—Larger engines and corresponding auxiliary units provided on all models at extra cost.
(4) Day Elder—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.
(5) Dodge—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60, at ***.
(5a) Dodge—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.
(6) General Motors—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional at extra cost in Models T-43, T-43T, T-51, T73H and T-74. Worm type axles optional at price deduction in Models T-61, T-75T, T.75, T-75H and T-83. Chassis prices and weights on all cab-over-engine models include the cab. A complete line of superheavy duty models designated T-85 series (4-wheel) and T-95 series (6-wheel) custom-built to exactly meet customer's requirements are available with a range of axles, wheelbases, engines, transmissions, etc. and prices will be quoted upon application.
Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.
Gross weight indicated for each model in the table is the straight rating.
Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.
(7) Grass Premier—Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.
(8) International Harvester—A-1, ¼ ton, same as A-2 except less spring leaves and smaller tires.
(9) Le Moon—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.
(10) Sterling—Rocker arm used in place of springs
(*) Sterling—These models also available equipped with Cummins Model H Diesel engine.
†Reo—Model 1D is the longer wheelbase edition of Model 1B. The frame dimension is 7x2¾x¼. It is furnished at extra cost.
††Reo—2J,2K same as 2H except 166 in wheelbase and price of $1695
††Reo—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155. 3M same as 3H except 205 in. wheelbase.
(11) Studebaker—S-2 in 141 in. and 165 in. wheelbases has 6⅜ in. frame depth.
(12) White—Each model shown is furnished with different specifications for different tonnage ratings.
*—Factory governed speed 2400 r.p.m.
(12a) White—Special prices for each installation.
(13) Marmon-Herrington—Available with Hercules Diesel engine. Price on application.
(14) Ford—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.
(15) Mack—Chassis price and weight include cab.
(16) Biederman—Will furnish Continental, Hercules, Waukesha and Lycoming engines at the buyer's option.
(17) Moreland—All Moreland models available with Waukesha engines and as six-wheelers with dead axle.
(18) Walker—Frame lengths may be changed, within limits, to suit individual requirements, at no additional cost.

MAKES—ALL

AB—American Bosch.
A LaF—American La France.
AL—Auto Lite.
B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner
BWs—Bendix front, Westinghouse rear.
C or Col—Columbia.
Car—Carter.
Ch—Chicago.
Cl—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission).
Co—Covert (clutch)
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel
Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.
Eat—Eaton.
Ei—Eisemann.
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce.
Fe—Fedders.
Fu—Fuller.
Ge—Gemmer.
GO—G. & O.
Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison.
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).
Jac—Saginaw.
Jo—Jones.
KP—Handy.
L—Lockheed.
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.
Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.
NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler.
Snu—Shuler.
SpB—Spicer and Blood
Spi—Spicer.
Ste or St—Sterling.
Sto.-Bat.—Storage Battery
Str—Stromberg.
Til—Tillotson.
T or Tim—Timken.
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Ws—Westinghouse.
Yo—Young.
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
S—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front
X—X-Braced

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.
B—Bosch
C—Cummins

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
*—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS										FRAME	
										ENGINE		TRANSMISSION		REAR AXLE							
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	A.C.F.....160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3x⅜	P
2	.....175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3x⅜	P
3	.....175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3x⅜	P
4	Armleder.....11H	1½-2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 16C	6-3½x4⅝	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5	.....21Ha	2½-4	2185	160	207	15300	5450	B8.25/20	DB8 25/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6	.....31Ha	3-4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
7	.....41Ha	4½-6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
8	.....61Ha	5-7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5-A-38	U 5	No	Own	2F	R	7.07	49.7	8½x3x⅜	P
9	.....71Ha	8-11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x⅜	P
10	.....(T) TRH	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4⅝	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x⅛	P
11	.....(T) TRIA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4⅜x4⅝	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x⅛	P
12	.....(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.8	56.8	7x3x⅛	P
13	Autocar.....RG	2½	3000	150	192	.....	6100	P34x7	DP34x7	Own R	6-3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
14	.....D	3	3500	150	192	.....	6140	P34x7	DP34x7	Own 8D	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
15	.....DF	3½	3950	150	192	.....	7010	B9.00/20	DB9.00/20	Own 8D	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
16	.....DH	4	4150	150	174	.....	7400	P36x8	DP36x8	Own 8D	6-4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x¼	T
17	.....N	4	4650	191	227	.....	8275	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own N	2F	H	7.20	45.6	9x3x¼	T
18	.....NF	5	4750	151	227	.....	8370	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
19	.....S	5	5500	168	168	.....	9675	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
20	C	7½	6650	158	176	.....	11745	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	54.1	10¼x3x⅜	T
♦ 21	.....CE	7½	6000	172	203	.....	10300	S36x7	DS40x8	Own SCM	6-4½x4¾	Own T	U 4	No	Own C	2F	R	8.57	52.6	9x3x¼	T
22	.....NFS	7½	5600	208	208	.....	10000	B10.50/20	DB10.50/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own TF	2F	H	7.20	45.6	9x3x¼	T
23	.....T	7½	5900	192	242	.....	9680	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own TG	2F	H	7.20	88.5	9x3x¼	T
24	.....TE	8½	6300	214	228	.....	10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 7351	U 5	No	Own CG	2F	H	7.20	87.6	10½x3x⅜	T
25	(Eng.und.seat) UD	3	3500	97	145	.....	6740	P34x7	DP34x7	Own 8D	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	8x3x¼	T
26	" UDF	3½	3950	127	145	.....	7655	B9.00/20	DB9.00/20	Own 8D	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
27	" UN	4	4650	96	163	.....	8635	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
28	" UNF	5	4850	128	163	.....	9200	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
29	" US	5	5300	109	109	.....	9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
30	" T	7½	5900	128	163	.....	9660	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
31	" U. TE	8½	6300	145	167	.....	10525	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own CG&TG	2F	H	7.20	45.6	10½x3x⅜	T
32	Available.....W-120	1½	1245	Op	Op	11200	4000	B6 50/20	DB6.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 53200	SF	H	6.6	42.2	10x2½x⅛	TX
33	.....W-170	2½	1620	Op	Op	13400	4700	B7.50/20	DB7.50/20	Wau BL	6-3½x4¼	WG T9	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x⅛	TX
34	.....W-210	2½	1720	Op	Op	13400	4800	B7.50/20	DB7.50/20	Wau BK	6-3½x4¼	BL 234	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x⅛	TX
35	.....W240	3	1975	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6-3¾x4¼	BL 234	U 4	No	Tim 56200	SF	R	7.4	47.4	12x2½x¼	TX
36	.....W300	4	2750	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5-A-380	U 5	No	Tim 58205	SF	R	7.8	54.6	12x2½x¼	TX
37	.....W400	5	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	Fu 5-A-530	U 5	No	Tim 65720H	WF	R	8.5	55.6	14x3x⅜	TX
38	Biederman.....10	1½	895	130	157	6000	2800	B6.00/20	B6.00/20	Con 25A (16)	6-3⅜x4	War	U 4	No	Cla B373	BF	R	5.10	31.6	7x3x⅜	T
39	20	1½	1195	157	170	8400	3200	B6.00/20	DB6.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x⅜	T
40	30	2	1280	157	170	11400	4100	B7.00/20	DB7.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x⅜	T
41	40	2½	1795	180	200	16000	5400	B8.25/20	DB8.25/20	Wau 6BK(16)	6-3¾x4¼	Cla	U 5	No	Cla B613	BF	R	6.37	45.0	7½x3x¼	T
42	50	3	2400	180	200	20000	6450	B9.00/20	DB9.00/20	Wau 6BK(16)	6-3¾x4¼	Cla	U 5	No	Cla B805	BF	R	6.42	46.7	7½x3x¼	T
43	60	3	3150	180	210	20000	6820	B9.00/20	DB9.00/20	Lyc AS6 (16)	6-3¾x4½	BL	U 5	No	Cla B805	BF	R	6.42	46.7	8x3x¼	T
44	70	3½	3600	157	210	24000	7530	B9.75/20	DB9.75/20	HerWXC3(16)	6-4½x4½	BL	U 5	No	Wis 1237	2F	R	8.00	58.7	8x3x¼	T
45	80	5	4200	187	210	28000	8500	B10.50/20	DB10.50/20	Her RXB (16)	6-4½x5¼	Ful	U 5	No	Wis 1737	2F	R	8.94	65.1	10x3x¼	T
46	Brockway.....80	2	1210	149	168	11500	4035	B6.50/20	DB6.50/20	Con 26B	6-3⅜x4	Wa T9	U 4	No	Tim 53200H	SF	H	6.2	36.2	7⅞x2½x⅛	T
47	90	2-2½	1510	149	186	14000	4480	B7.00/20	DB7.00/20	Con 28B	6-3⅜x4⅝	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7⅞x2½x⅛	T
48	100	2½	1855	168	200	15000	5125	B7.50/20	DB7.50/20	Con 28B	6-3⅝x4⅝	Fu	U 5	No	Tim 54300H	SF	H	5.83	46.0	7⅞x2½x⅛	T
49	120	2½-3	2260	156	188	15000	5800	B7.50/20	DB7.50/20	Con 30B	6-4x4⅛	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
50	140	3-3½	2850	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4⅛	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
51	150	3-3½	2660	170	200	18500	6245	B8.25/20	DB8.25/20	Con 30B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 56200H	SF	R	5.71	35.0	7½x3x¼	T
52	141	3½-4	3355	170	200	21000	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 72000	2F	R	7.48	46.2	8x3x¼	T
53	160	3½-4	3295	170	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x⅛	T
54	170	4	3640	170	212	21000	7700	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
55	.....175-X	4-7½	4290	170	224	25000	7900	B9.00/20	DB9.00/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x⅜	T
56	195	5-7½	4230	170	224	25000	8540	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x⅜	T
57	220	8-9	4930	170	224	30000	8980	B10.50/20	DB10.50/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1737KH	2F	R	5.75	44.3	8½x3x⅜	T
58	260	10	6030	212	240	30000	9585	B10.50/22	DB10 50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅜	T
59	.....260S	10	6380	212	240	36000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8¼x3x⅜	B
60	.....V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A La F V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x⅜	T
61	.....PC-15-SD	2-3	1950	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3⅝x4⅝	Fu 5-A-38	U 5	Op	Tim 54300H	SF	H	5.83	46.0	7⅞x2½x⅛	T
62	.....PC-22-SD	3-4	3290	188	200	22000	7040	B9.00/20	DB9.00/20	Con 32B	6-4½x4¾	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
63	.....PC-22-SP	3-4	4200	170	212	22000	7640	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Tim 58205	SF	R	6.14	47.3	8x3x¼	T
64	.....PC-22-DR	3-4	4200	170	212	22000	7540	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
65	.....PC-34-SP	5	5000	188	224	24000	8150	B9.75/20	DB9.75/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x⅜	T
66	.....PC-34-SD	5	4900	188	224	24000	8125	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x⅜	T
67	.....PC-68-SD	7½	5250	188	224	28000	8500	B9.75/20	DB9.75/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1737KW	2F	R	5.75	44.3	8½x3x⅜	T
68	.....PC-34-SPX	7½	5350	200	224	28000	8600	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1337BW	2F	R	5.63	45.4	8½x3x⅜	T
69	.....PC-68-SPX	10	5950	212	224	34000	9585	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1737KW	2F	R	6.38	51.5	8¼x3x⅜	T
70	.....PC-68-VSD	15	10590	200	240	60000	12250	B10.50/20	DB10.50/20	A LaF V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x⅜	T
♦ 71	Chevrolet...Comm'l	½	355	112	112	4400	2110	B5.50/17	B5.50/17	Own	6-3⅛x4	Own	U 3	No	Own	S½	U	4.11	12.4	5¾x2¼x⅛	C
♦ 72	.....Utility	1½	485	131	131	9300	2995	B6.00/20	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	7¾x3x⅛	C
♦ 73	.....Utility	1½	545	157	157	9300	3100	B6.00/20	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2¾x⅛	C
74	Corbitt (3).....8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3⅞x4¼	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5¾x3x¼	P
75	.....8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3⅝x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5⅝x3x¼	P
76	.....10B6	1½-2	1310	171	191	.....	3950	B6.50/20	DB6.50/20	Con 25A	6-3⅝x4	BL 214	U 4	No	Tim 53200H	SF	H	Op	Op	5¾x3½x¼	T
77	.....9B6	1½-2½	2185	152	183	.....	4200	P32x6	DP32x6	Con 20C	6-3⅜x4⅝	BL 224	U 4	No	Tim 54200H	SF	H	5.57	27.8	7x3½x¼	T
78	.....12B6	2-3	3060	163	220	.....	4870	B7.50/20	DB7.50/20	Con E601	6-3¾x4½	BL 334	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
79	.....12W6	2-3	2950	165	220	.....	4910	B7.50/20	DB7.50/20	Con E601	6-3¾x4½	BL 334	U 4	No	Tim 64800H	WF	H	Opt	Opt	7x3½x¼	T
80	.....15B6	2½-3½	3740	174	220	.....	5870	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
81	.....15W6	2½-3½	3850	183	224	.....	6160	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 65200H	w/2F	H	Opt	Opt	7x3½x¼	T
82	18	2½-4	4400	178	230	.....	8100	P36x8	DP36x8	Con E602	6-4½x4½	BL 334	U 4	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
83	24	3½-5	5115	195	230	.....	9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	BL 60	A 7	No	Tim66720H	w/2F	H	Opt	Opt	8x3½x¼	T
84	33	5-7½	6160	195	230	.....	10000	P40x10	DP40x10	Con 21R	6-4⅜x4¾	BL 60 Max	A 7	No	Tim68720HW	w/2F	H	Opt	Opt	8x3x⅜	T
85	.....(T) 10B6T	3-5	1650	(3)	(3)	.....	3950	B6.50/20	DB6.50/20	Con 20C	6-3⅜x4⅝	BL 224	U 4	No	Tim 53200H	SF	H	Opt	Opt	5¾x3½x¼	T
86	.....(T) 9B6T	4-6	2600	(3)	(3)	.....	4200	B7.50/20	DB7.50/20	Con E601	6-4¼x4½	BL 334	U 4	No	Tim 54200H	SF	H	Opt	Opt	7x3½x¼	T
87	.....(T) 12BT6	4-7	3465	(3)	(3)	.....	4870	B8.25/20	DB8.25/20	Con E602	6-4½x4½	BL 335	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
88	.....(T) 15B6T	5-8	4875	(3)	(3)	.....	5870	B9.00/20	DB9.00/20	Con 21R	6-4⅝x4¾	BL 335	U 5	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
89	.....(T) 18D6T	8-10	5500	(3)	(3)	.....	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 5351	U 5	No	Tim 75733H	2F	H	Opt	Opt	8x3½x¼	T
90	.....(T) 24D6T	10-15	6500	(3)	(3)	.....	9200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	U3	Tim 66720W	2F	H	Opt	Opt	8x3x⅜	C
91	Day-Elder (4).....75	1½	945	135	156	10000	3900	B6 00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5¾x3⅛x⅛	C
92	85	2	1195	156	186	11200	4100	B6.00/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	7x3½x¼	C
93	110	2½	1495	156	186	13400	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	7x3½x¼	C
94	130	3	1995	165	204	16300	6300	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.9	9x3½x¼	C
95	160	3½	2445	165	204	19500	6500	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	BF	R	6.14	41.9	9x3½x¼	C
96	200	4	2785	165	204	25300	7200	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.60	45.7	9x3½x¼	C
97	240	5-7	3995	205	234	33500	9500	B10.50/20	DB10.50/20	Her RXC	6-4½x5¼	BL 534	U 4	No	Tim 66720H	WF	H	7.60	52.1	10x3½x⅜	C
♦ 98	Diamond T...211SF	1½	595	135	158	10000	3410	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34.6	7x2⅛x⅛	T
♦ 99	.....211FF	1½	615	135	158	10000	3410	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2⅛x⅛	T
♦ 100	226	1½	745	135	158	10500	3500	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x2⅛x⅛	T
♦ 101	242	1¾	825	137	179	11000	3850	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	8x3x⅛	T
102	262	1¾-2	995	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	8x3x⅛	T
103	.....311B	2	1060	155	179	13000	4500	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x⅛	T
104	.....351B	2½	1375	155	179	15000	5125	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla 116A	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x⅛	T
♦ 105	.....311DR	2½	1345	155	179	14000	4600	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Wis 4916L	2F	R	Opt	Opt	8x3x⅛	T
♦ 106	.....411B	3	1895	189	225	17000	5600	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Cla R909	U 5	No	Cla B642	SF	R	Opt	Opt	10x3x¼	T
♦ 107	.....351DR	3	1650	155	179	16000	6300	B7 00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla 116A	U 5	No	Wis 4916L	2F	R	Opt	Opt	8x3x⅛	T
♦ 108	.....511B	4	2195	189	225	18000	6600	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Tim 58205H	SF	R	Opt	Opt	10x3x¼	T
♦ 109	.....411DR	4	2195	189	225	18000	6200	B7.50/20	DB7.50/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 72000	2F	R	Opt	Opt	10x3x¼	T
♦ 110	.....511DR	5	2550	189	225	20000	7200	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 1337H	2F	R	Opt	Opt	10x3x¼	T
111	Differential...E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	T
112	Dodge Bros.....KC	Com'l	365	111	111	.....	1775	B5.25/17	B5.25/17	Own	6-3⅛x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5x2x⅛	P
113	.....KCL	Com'l	395	119	119	.....	1805	B5.25/17	B5.25/17	Own	6-3⅛x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5½x2⅛x⅛	X
114	.....K20	¾	515	131	131	5500	2559	B6.00/20	P32x6	Own	6-3⅛x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6¾x2⅛x¼	C
115	.....KH15	¾	490	131	161	5500	2600	B6.00/20	P32x6	Own	6-3⅛x4⅜	Own	U 4	Op	Own	SF	H	4.87	31.2	6¾x2⅛x¼	C
116	.....K-20X	1	515	131	131	6075	2612	B6.00/20	P32x6	Own	6-3⅛x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6¾x2⅛x¼	C
117	.....KH20	1	490	131	161	6075	2600	B6.00/20	P32x6	Own	6-3⅛x4⅜	Own	U 4	Op	Own	SF	H	4.87	31.2	6¾x2⅛x¼	C
118	.....K22	1	870	140	140	7800	3470	B7.00/20	B7.00/20	Own	6-3⅜x4½	Own	U 5	No	Own	SF	H	5.66	40.0	8⅛x2½x¼	C
119	.....K30	1½-2	515	131	131	8400	2667	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	4.87	31.2	6¾x2⅛x¼	C
120	.....KH-30	1½-2	490	131	161	8500	2600	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	5.43	34.7	6¾x2⅛x¼	C
121	.....KD30	1½-2	515	131	161	8500	2612	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	5.43	34.7	6¾x2⅛x¼	C
122	.....K32	1½-2	545	136	161	10500	2885	B6.00/20	P32x6	Own	6-3¼x4⅜	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2¾x⅛	C
123	(Cont'd.)...KD32	1½-3	560	136	161	10500	2858	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2¾x⅛	C

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10⅜	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	76–2800	L	C	A	7–2⅝	10⅛	FP	No	Zen	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
5	339	4.7	225	38.4	73–2200	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	73-2200	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62¼x2½	N
7	339	4.7	225	38.4	73-2200	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	62¼x2½	N
8	360	4.7	238	40.3	80-2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TX	106	Opt	31½	41x2½	62¼x2½	N
9	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93⅛	Opt	31½	41x2½	62¼x3	N
10	428	4.4	280	45.9	103–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92⅛	Opt	31½	41x2½	62¼x3	N
11	478	4.4	318	51.2	103–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93⅛	Opt	31½	41x2½	62¼x3	N
12	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93⅛	Opt	31½	41x2½	62¼x3	N
13	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 31000	Ros	LO41DV	450	e	21	88⅜	60⅜	34½	40x2½	54x3	½
14	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO41DV	450	e	21	88⅜	60⅜	34½	42½x3	54x3	½
15	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO41DV	519	e	21	88⅜	60⅜	34½	42½x3	54x3	½
16	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO41DV	519	e	21	88⅜	60⅜	34½	42½x3	54x3	½
17	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO41DV	519	e	FD	188¼	102¼	34¼	42x3	53x3	½
18	404	5.1	271	43.4	94-2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO41DV	519	e	FD	89¾	61¾	34½	42¼x3	53½x4	½
19	404	5.1	271	43.4	94-2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO41DV	543	e	FD	161⅝	82¼	34½	41⅝x3	53½x4	½
20	404	5.1	271	43.4	94-2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	LO41DV	660	e	FD	115⅞	71½	34¼	41⅝x3	54⅝x4	½
21	453	5.1	309	48.6	101-2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Own SCH	Ros	O2IMV	502	e	FD	88½	158⅞	34½	42½x3	55x4	½
22	404	5.1	271	43.4	94-2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26450	Ros	BO41Mv	580	e	FD	210	119¼	34½	42¼x3	53½x4	½
23	453	5.1	309	48.6	101-2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	e	FD	162⅞	102¾	34½	41⅝x3	54⅝x4	½
24	453	5.1	309	48.6	101-2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	e	FD	244⅛	127½	34¼	42½x3	54⅝x4	½
25	358	5.2	240	38.4	84-2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO41DV	450	e	21	134	72¼	34	41¼x3	53x3	½
26	358	5.2	240	38.4	84-2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO41DV	519	e	21	176	102¼	34	41⅝x3	53x3	½
27	404	5.1	271	43.4	94-2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO41DV	543	e	FD	116	71¼	34	41⅝x3	53x3	½
28	404	5.1	271	43.4	94-2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO41DV	543	e	FD	176	103¼	34	41⅝x3	53x3	½
29	404	5.1	271	43.4	94-2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO41DV	543	e	FD	134	84¼	34	41⅝x3	53½x4	½
30	453	5.1	309	48.6	101-2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	e	FD	158	103¼	34	41⅝x3	53½x4	N
31	453	5.1	309	48.6	101-2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	e	FD	242	120¼	34	41⅝x3	53½x4	N
32	245	5.1	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
33	245	5.1	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
34	282	5.1	188	33.8	85–3200	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
35	282	5.1	188	33.8	85-3200	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2½	58x3	N
36	358	5.1	254	38.4	110–2800	F	G	A	7–2⅜	12½	FP	Wa	Ma	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	Opt	Opt	32	42½x2½	58x3	N
37	462	5.0	324	45.9	125–2600	F	G	A	7–3	13⅝	FP	Wa	Str	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
38	215	5.0	142	27.3	72–3000	L	G	A	4–2¾	6⅛	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F212	Ros	L4IH	312	G	TX	89	54	34	47x2¼	60x2½	N
39	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
40	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
41	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	458	G	PX	172	105	32	47x2½	60x3	N
42	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	490	G	PX	172	105	32	47x2½	60x3	N
43	298	5.2	194	33.8	86–2800	L	G	A	4–2⅜	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F318	Ros	L4IH	490	G	PX	170	105	32	47x2½	60x3	N
44	361	5.0	240	44.0	98–2500	L	G	A	7–2⅝	12⅜	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 35120	Ros	Ws4IA	616	G	PX	110	76	34	47x2½	60x3	N
45	500	5.0	330	48.6	110–2200	L	G	A	7–3	12⅝	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 26450	Ros	Ws4IA	616	G	PX	154	103	34	47x2½	60x3	N
46	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Tim 30020H	Ros	L4IH	249	G	TX	111	65	34	37x2¼	52x2½	½
47	248	4.9	170	27.3	78–3100	L	C	C	7–2⅜	10⅛	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	111	65	34	37x2¼	52x2½	½
48	248	4.9	170	27.3	78-3100	L	C	C	7–2⅜	10⅛	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	141	84	34	37x2¼	52x2½	½
49	248	4.9	170	27.3	78-3100	L	C	C	7–2⅜	10⅛	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
50	311	4.2	196	38.4	82–2400	H	C	N	7–2⅝	13⅛	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	108	69	34	40x2½	54x3	½
51	311	4.2	196	38.4	82–2400	H	C	N	7–2⅝	13⅛	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	168	101	34	40x2½	54x3	½
52	311	4.2	196	38.4	82–2400	H	C	N	7–2⅝	13⅛	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	168	101	34	40x2½	54x3	½
53	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
54	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
55	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B11	Ros	L4IHV	500	G	CD	142	83	34	40x2½	54x3	½
56	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B11	Ros	L4IHV	500	G	CD	168	101	34	40x2½	54x3	½
57	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	142	83	34½	40x2½	54x3	½
58	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	168	101	34½	40x2½	54x3	½
59	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	210	125	34½	40x2½	54x3	½
60	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	Lw41DV	800	G	CD	210	125	34½	40x2½	54x3	½
61	753	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	Alsf	Zen	M	DR	DR	dp.BL	GO	Spi	Tim 27452 A1	Ros	Ws4IA	558	G	CD	103	68	32	40x3	54x3½	½
62	248	4.9	170	27.3	78–3100	L	C	C	7–2⅜	10⅛	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IHV	365	G	CD	141	84	34	37x2¼	54x2½	½
63	361	4.5	240	40.8	90–2500	H	C	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
64	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
65	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
66	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34	40x2½	54x3	½
67	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34½	40x2½	54x3	½
68	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34½	40x2½	54x3	½
69	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13⅛	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	192	113	34½	40x2½	54x3	½
70	754	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	Alsf	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452A1	Ros	Ws4IA	558	G	CD	180	112	32	40x3	54x3½	½
71	207	5.45	147	26.3	60–3000	H	G	C	3–2½	5⅛	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	170	p	4I	66½	32½	...	36x1¾	54x1¾	½
72	207	5.45	147	26.3	60-3000	H	G	C	3–2½	5⅛	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	86⅜	51½	36	36x1¾	45x2¼	N
73	207	5.45	147	26.3	60-3000	H	G	C	3–2½	5⅛	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	112⅝	77½	36	36x1¾	45x2¼	N
74	200	4.7	125	24.3	49–2800	L	C	A	3–2¼	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
75	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	½
76	214	4.9	142	27.3	72-3200	L	C	A	4–2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
77	248	5.0	160	27.3	78-3200	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
78	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
79	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
80	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
81	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2½	54x3	½
82	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	162	92	34	40x2½	54x3	½
83	383	4.5	236	43.3	95–2500	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	40x2½	60x3½	½
84	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	LT4IA	921	a	TD	162	109	34	46x3	56x4	½
85	248	5.0	160	27.3	78–3200	L	C	C	7–2⅜	10⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
86	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
87	360	4.4	240	40.8	90–2500	L	C	C	7–2¾	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
88	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
89	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13⅛	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
90	611	4.5	384	54.1	127–2300	L	G	A	7–3	13⅛	FP	No	Zen	M	DR	DR	dp.BL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
91	228	4.4	142	27.3	59–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	a	XF	130½	79½	34	40x2¼	54x2½	½
92	263	4.4	164	31.5	68–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	168	108½	34	40x2¼	54x3	½
93	282	4.4	176	33.7	73–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	252	a	XF	168	108½	33½	40x2¼	54x3	½
94	339	4.7	234	38.4	94–2800	L	G	C	7–2½	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	353	a	DF	197	118½	33½	42x2½	56x3	½
95	383	4.7	265	43.3	106–2800	L	G	C	7–2½	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	395	a	DF	197	118¼	34	42x2½	56x3	½
96	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IH	484	a	DF	197	118¼	34	42x2½	56x3	½
97	529	4.4	350	51.3	141–2200	L	G	A	7–3	12¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L4IH	692	a	DF	246	149	33	45x3	60x4	½
98	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	Mc	Spi	Cla F264	Ros	L4IH	254	a	TX	93	51½	34	42x2	50x2½	½
99	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F264	Ros	L4IH	254	a	TX	93	51½	34	42x2	50x2½	½
100	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F264	Ros	L4IH	254	a	TX	93	51½	34	42x2	50x2½	½
101	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10⅛	PC	No	Zen	M	AL	AL	P.BB.	Mo	Spi	Cla F264	Ros	L4IH	265	a	TX	96	54	34	42x2½	53x2½	½
102	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	265	a	TX	126	72	34	42x2¼	53x2½	½
103	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	Ha	Zen	M	AL	AL	P.BB.	Mo	Spi	Cla F308	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
104	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10⅛	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2¼	53x2½	½
105	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10⅛	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2¼	52x3	½
106	339	5.0	232	38.4	103–2800	L	G	A	7–2½	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F322	Ros	L4IHV	350	a	TD	168	102	34	42x2½	56x3	½
107	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10⅛	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2¼	52x3	½
108	384	5.0	258	43.3	107–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F322	Ros	L4IHV	408	a	TD	168	102	34	42x2½	56x3	½
109	384	5.0	258	43.3	107–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F322	Ros	L4IHV	408	a	TD	168	102	34	42x2½	56x3	½
110	384	5.0	258	43.3	107–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Sp

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS — ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Dodge Bros....KS32	1½–3	560	136	161	10500	2896	B6.00/20	P32x6	Own	6–3⅝x4½	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2⅜ x½	C
2	(Concl'd).....K35	1½–4	870	140	190	12500	3580	B6.50/20	DB6.50/20	Own	6–3⅝x4½	Own	U 5	Op	Own	SF	H	6.33	44.8	8 x2⅜ x½	C
3	.....K45	2–4	870	140	190	12500	3675	B7.00/20	DB7.00/20	Own	6–3¾x4½	Own	U 5	Op	Own	SF	H	6.33	44.8	8 x2⅜ x½	C
4	.....F40	2–4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6–3½x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9 x3¼ x¼	C
5	.....K50	2–5	1995	150	190	19000	5344	P32x6	DP32x6	Own	6–3⅝x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9 x3¼ x¼	C
6	.....(5) F-61	3–5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6–3⅝x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼ x½	C
7	.....(5) K-71	3–6	2575	170	195	22000	5789	P32x6	DP32x6	Own	6–3⅝x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼ x½	C
8	.....G-80	4–8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8–3½x5	Own	U 5	Op	Own	SF	H	7.71	62.7	10 x3½ x¼	C
9	Duplex.....S	.....	3860	166	Op	18000	6250	B8.25/20	DB8.25/20	Bud K325	6–4 x4¾	BL 2352	U 5	No	Tim 65200	WF	H	Opt	Opt	7x¼ x3½	C
10	.....SAC	.....	4800	172	Op	22000	7135	B9.75/20	DB9.75/20	Bud K428	6–4⅜x4¾	BL 3353	U 5	No	Tim 75733	w/2F	H	Opt	Opt	7x¼ x3½	C
11	.....K	.....	5650	172	Op	27500	7525	B10.50/20	DB10.50/20	Bud L525	6–4½x5½	BL 5351	U 5	No	Tim 76733	w/2F	R	Opt	Opt	8x¼ x3½	C
12	Esco.....234	2–2½	2860	165	205	15000	5900	B7.50/20	DB7.50/20	Con E603	6–4¼ x4½	Cl 105R	U 5	No	Cla B642	BF	H	5.75	40.7	6x3x¼	C
13	Fageol.....106BK	1½–2½	1700	161	195	11200	5000	B6.50/20	DB6.50/20	Wau 6BK	6–3¼ x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x¼	C
14	.....106RA	1½–2½	1825	161	195	12700	5100	B6.50/20	DB6.50/20	Wau 6BK	6–3¼ x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3x¼	C
15	.....135HP	2–3	2250	161	195	13400	5800	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x¼	C
16	.....135RA	2–3	2400	161	195	15000	6000	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 56200H	BF	H	7.4	47.4	6x3x¼	C
17	.....135BK	2–3	2050	161	195	13400	5700	B7.50/20	DB7.50/20	Wau 6BK	6–3¼ x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3x¼	C
18	.....250HP	2½–4	3000	178	196	16300	7200	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3x¼	T
19	.....250MS	2½–4	2700	178	196	16300	6875	B8.25/20	DB8.25/20	Wau 6MS	6–3¾ x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
20	.....250MK	2½–4	2750	178	196	16300	6900	B8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
21	.....250RA	2½–4	3150	178	196	19500	7400	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3x¼	T
22	.....300HP	3–5	3500	178	196	20700	7900	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 58200H	BF	R	7.8	56.8	8x3x¼	T
23	.....300RA	3–5	3775	178	196	25300	8400	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	T
24	.....370HP	5–6	4850	182	200	25300	9950	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x¼	C
25	.....370SR	5–6	4850	182	200	25300	9750	B9.75/20	DB9.75/20	Wau 6SRK	6–4¾x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x¼	C
26	.....370RA	5–6	5250	182	200	31000	10200	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x¼	C
27	.....470HP	6–7	5500	182	200	33500	10350	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x¼	C
28	.....685RB	8–10	7100	174	174	42000	12750	B10.50/24	DB10.50/24	Wau 6RB	6–5x5¾	BL734	U 4	A 3	Tim 68720W	WF	R	6.54	144.	8½x4x¾	C
29	Federal.....DM	.....	975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4–3¼x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	36.2	6x2¾x¼	D
♦ 30	15	1½	745	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3¾x4½	WG T9	U 4	No	Cla B374	SF	H	5.66	36.2	8½x2½x½	T
♦ 31	.....15X	1½	645	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3¾x4½	WG T9	U 4	No	Cla B374	SF	H	5.66	36.2	8½x2½x½	T
♦ 32	.....18X	2	845	137	187	11000	3800	P6.50/20	DB6.50/20	Her JXA	6–3¾x4¾	WG T9	U 4	No	Cla B484	SF	H	6.38	40.8	8½x2½x½	T
33	20	2	1065	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	WG T9	U 4	No	Tim 54300H	SF	H	6.89	43.5	8½x2½x½	T
34	25	2	1325	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	Cla R115	U 5	No	Cla B640	SF	H	6.38	45.2	8½x2½x½	T
35	30	2½–3	2095	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	Cla R114	U 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
36	40	3½–4	2490	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Tim 58200H	SF	H	6.83	55.5	10x3½x¼	T
37	.....40DR	3½–4	2615	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
38	.....T10B	3½–4	2550	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 58200H	SF	R	6.83	44.5	7½x3½x¼	C
39	...T10DR-T10W	3½–4	2685	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 65200H	w/2F	R	6.75	44.0	7½x3½x¼	C
40	.....U6-U6DR	4½–5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6–4¼x4¾	Cla B 710	A 5	No	Tim 65706H	w/2F	R	7.75	50.4	7½x3½x¼	C
41	50	4½–5	3075	175	237	22000	7150	B9.00/20	DB9.00/20	Wau 6MZ	6–4¼x4¾	Cla R908	U 5	No	Tim 75733H	2F	R	7.37	59.9	10x3½x¼	T
42	.....C7-C7W	6	4710	195	249	26000	9550	B9.75/20	DB9.75/20	Wau 6SRK	6–4¾x5½	Cla B 710	A 5	No	Tim 76736H	w/2F	R	7.89	51.3	7⅝x3½x¼	P
43	.....C8-C8W	6	5120	195	249	26000	9650	B9.75/20	DB9.75/20	Wau 6SRK	6–4¾x5½	Cla B 710	A 5	No	Tim 76736W	w/2F	R	7.89	51.3	7⅝x3½x¼	P
44	.....X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4–5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11	77.6	9½x3½x¼	C
45	....X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	Wau 6SRK	6–4¾x5½	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11	77.6	9½x3½x¼	C
46	Ford.....Truck (14)	1½	470	131	131	.....	2770	B6.00/20	P32x6	Own	4–3¼x4¼	Own	U 4	No	Own	SF	U	6.6	42.2	7x2¾x½	C
47	.....Truck (14)	1½	490	157	157	.....	2880	B6.00/20	P32x6	Own	4–3¼x4¼	Own	U 4	No	Own	SF	U	6.6	42.2	7x2¾x½	C
48	.....Truck (14)	1½	500	131	131	.....	2858	B6.00/20	P32x6	Own	8–3½x3¾	Own	U 4	No	Own	SF	U	6.60	42.2	7x2¾x½	C
49	.....Truck (14)	1½	520	157	157	.....	2968	B6.00/20	P32x6	Own	8–3½x3¾	Own	U 4	No	Own	SF	U	6.60	42.2	7x2¾x½	C
50	.....Comm.	3950Lb.	360	112	112	.....	1730	B5.50/17	B5.50/17	Own	8–7/8x3x3¾	Own	U 3	No	Own	SF	U	4.11	11.5	6x1¾x.105	C
51	General Mot...T–16	1½–2	570	131	157	9300	3105	P30x5	P32x6	Own 213	6–3 x4¼	Own	U 4	No	Own	SF	H	5.67	40.9	7x2½x½	T
♦ 52	.....T–18	2–3	675	140	164	10500	3270	P30x5	P32x6	Own 221	6–3 x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	7 x2⅝x¼	T
♦ 53	.....T–23	2½–3½	925	142	184	12500	4130	B6.50/20	DB6.50/20	Own 221	6–3 x4⅝	Own	U 4	No	Own	SF	H	5.67	37.3	8x3¼	T
♦ 54	.....T–33	3–3½	1495	142	184	14000	4470	P32x6	DP32x6	Own 257	6–3 x4⅝	Own	U 4	No	Own	SF	H	5.63	35.5	8x3¼	T
♦ 55	.....T–43	3¼–4½	1745	142	184	16000	4955	P32x6	DP32x6	Own 257	6–3 x4⅝	Own	U 4	No	Own	SF	H	5.57	41.4	8x3¼	T
♦ 56	.....T–46	4–5½	2285	145	187	19000	5635	P32x6	DP32x6	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x¼	T
♦ 57	.....T–51	4–5½	2925	145	193	20000	6960	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x¼	L
♦ 58	.....T-51W	5–6½	3095	145	193	23000	7810	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	wF	R	8.50	52.5	9x3½x¼	L
♦ 59	.....T-51H	5–6½	3295	145	193	23000	7745	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x¼	L
♦ 60	.....T-61	5–6½	4395	145	193	23000	8390	B9.00/20	DB9.60/20	Own 400	6–4x5	Own	U 5	Op	Own	2F	R	8.64	57.3	9x3½x¼	L
♦ 61	.....T-83	5–7½	5185	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6–4½x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9 x3½x¼	L
♦ 62	.....T-84	7–9	5760	145	193	30000	8995	B9.75/20	DB9.75/20	Own 450	6–4¾x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9 x3½x¼	L
63	.....T-84SX	7½	5175	204	204	25000	9850	B10.50/20	DB10.50/20	Own 400	6–4½x5	Own	U 4	No	Own	2F	R	10.1	64.2	9 x4x¼	L
♦ 64	.....(c.o.e.) T-73	3–3½	2995	94	142	15000	6925	P34x7	DP34x7	Own 257	6–3¼x4⅝	Own	U 5	No	Own	SF	H	5.63	34.6	8x3½x¼	C
♦ 65	....(c.o.e.) T-73H	3½–4½	3195	94	142	18000	7095	P34x7	DP34x7	Own 257	6–3¼x4⅝	Own	U 5	No	Own	SF	H	6.57	40.4	8x3½x¼	C
66	.....(c.o.e.) T-74	3½–4½	3695	94	142	18000	7660	P32x7	DP34x7	Own 331	6–3¾x5	Own	U 5	No	Own	SF	H	6.57	40.4	8x3½x¼	C
67	.....(c.o.e.) T-74H	4–5½	4150	94	142	21000	8520	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 5	No	Own	2F	H	8.50	56.4	8x3½x¼	C
68	.....(c.o.e.) T-75	5–6½	5490	106	160	24000	9815	B9.75/20	DB9.75/20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.64	57.3	9 x4x¼	C
69	(T).(c.o.e.) T-75T	10–13	5340	94	94	24000	9310	B9.75/20	DB9.75/20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.64	57.3	9 x4x¼	C
70	...(c.o.e.) T–75H	5–7½	6010	106	160	27000	10385	B9.75/20	DB975.20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.50	56.4	9 x4x¼	C
71	.....(c.o.e.) T-78	7–9	6160	106	160	30000	10805	B10.50/22	DB10.50/22	Own 450	6–4¾x5	Own	U 5	No	Own	2F	R	8.50	56.4	9 x4x¼	C
72	(T).(c.o.e.) T-78T	13–17	5950	94	94	30000	10215	B10.50/22	DB10.50/22	Own 450	6–4¾x5	Own	U 5	No	Own	2F	R	8.50	56.4	9 x4x¼	C
♦ 73	Gramm.....AX4	1–1½	795	131	180	10000	3350	B6.00/20	B6.50/20	Con W10	4–3¼x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	T
♦ 74	.....AX6	1–1½	895	131	180	10000	3550	B6.00/20	B6.50/20	Con 25A	6–3⅝x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	T
♦ 75	.....BX4	1½–2	895	131	210	11200	3525	B6.00/20	DB6.00/20	Con W10	4–3¼x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	T
♦ 76	.....BX6	1½–2	1495	131	210	11200	3725	B6.00/20	DB6.00/20	Con 25A	6–3⅝x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	T
♦ 77	.....BXF	1½–2	1495	131	210	11200	4000	B6.00/20	DB6.00/20	Lyc 4SD	6–3¾x4½	BL 314	U 4	No	Tim 53200H	BF	H	5.6	37	7x2¾x¼	T
♦ 78	.....B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4SL	6–3¾x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.1	7x2½x¼	T
♦ 79	.....BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc 4SD	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	T
♦ 80	.....CX4	2–3	1095	131	210	13400	3950	B6.50/20	DB6.50/20	C n W20	4–4¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	TP
♦ 81	.....CX6	2–3	1295	131	210	13400	4150	B6.50/20	DB6.50/20	Con 20C	6–3¾x4⅝	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	TP
82	C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3¾x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
♦ 83	.....CXH	2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 234	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	TP
♦ 84	.....CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	T
♦ 85	.....CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 554	U 4	No	Tim 54200H	BF	H	5.8	41.6	7x2½x¼	T
♦ 86	.....DX	2½–4	1795	131	210	16300	4650	B6.50/20	DB6.50/20	Wau 6BK	6–3¼x4¼	Cla R116	U 5	No	Tim 56200H	BF	H	6.1	43.1	10x3¼x¼	TP
♦ 87	.....D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc ASD	6–3¾x4¼	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	T
♦ 88	.....DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4¾x4¾	BL 554	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	T
♦ 89	.....EX	3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6–3½x4¼	BL 324	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	T
♦ 90	.....E	3–4½	2595	160	224	20700	5950	B8.25/20	DB8.25/20	Lyc TS	6–3¾x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	TP
♦ 91	.....ED	3–4½	3995	160	224	20700	6100	B8.25/20	DB8.25/20	Cum Die	4–4¼x6	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	TP
♦ 92	.....EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¾x3¼x¼	LDX
♦ 93	.....GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4½x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	LDX
♦ 94	.....G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4½x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	TP
♦ 95	.....GF	4–6	5500	150	225	24000	9050	B9.75/20	DB9.75/20	Her HXC	6–5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	TP
♦ 96	.....GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4½x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	12x2½x¼	TP
♦ 97	.....GWD	5–7½	6495	157	240	30000	10000	B10.50/20	DB10.50/20	Cum H Die.	6–4½x6	BL 735	U 4	No	Wis 1737KW	2F	H	5.75	21.2	12x2½x¼	TP
♦ 98	.....HY	5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6–4½x5¾	Fu HU16	U 4	No	Wis12527KW	2F	H	5.75	25.2	8¾x3¼x¼	LDX
♦ 99	G-P.....425	1½–2	1475	154	165	12000	3760	B7.00/20	DB7.00/20	Wau 6BK	6–3¼x4¼	WG T9	U 4	No	Tim 53220H	SF	H	5.1	.....	8x¼x3	TL
♦ 100	435	2–3	2360	154	165	15000	4050	B7.50/20	DB7.50/20	Wau 6BK	6–3¼x4¼	Fu 5A300	U 5	No	Tim 54200H	SF	H	5.5	.....	8x¼x3	TL
♦ 101	445	2½–3½	2595	154	175	18000	5775	B8.25/20	DB8.25/20	Wa 6-90-255	6–3¼x4¾	Fu 5A300	U 5	No	Tim 56200H	SF	H	.....	7.40	9x1¼x3½	T
♦ 102	455	3–4	3685	130	185	20000	6100	B9.00/20	DB9.00/20	Wa6-110-358	6–4x4¾	Fu 5A380	U 5	No	Tim 58200H	SF	H	.....	.....	9x¼x4	T
♦ 103	465	3½–5	4155	148	Op	22000	8465	B9.00/20	DB9.00/20	Wa6-110-358	6–4x4¾	Fu 5A380	U 5	No	.....	2F	R	.....	.....	10¼x4	T
♦ 104	475	5–7	5100	148	Op	25000	9450	B9.75/20	DB9.75/20	Wa6-125-462	6–4¾x5½	Fu 5A530	U 5	No	.....	2F	R	.....	.....	12x¼x4	T
♦ 105	485	7–10	***	...	Op	30000	10500	B10.50/20	DB10.50/20	Wa6-110-462	6–4¾x5½	Fu 5A530	U 5	No	.....	2F	R	.....	.....	14x⅞x¼	T
♦ 106	Hahn.....HB4	2	1435	136	177	13000	4500	B7.00/20	DB7.00/20	Wau 6BK	6–3¼x4¼	WG T9	U 4	No	Tim 53200H	SF	H	6.6	42.2	6x2½x¼	P
♦ 107	.....HB5	2½	1690	137	178	18000	5400	B7.50/20	DB7.50/20	Wau 6BK	6–3¼x4¼	WG T9	U 4	No	Tim 54200H	SF	H	5.8	37.2	6x2½x¼	P
♦ 108	.....HB6	3	1900	142	184	20000	6050	B8.25/20	DB8.25/20	Wau 6BK	6–3¼x4¼	WG T9	U 4	No	Tim 56200H	SF	H	5.5	32.9	6x2½x¼	P
♦ 109	300	3½–6	2940	150	224	17000	6700	B9.00/20	DB9.00/20	Wau 6MZ	6–4¼x4¾	Fu MGU16	U 4	Op	Tim 58200H	SF	H	6.8	48.4	7x3¾x¼	P
♦ 110	.....HD2	4–6	3580	156	218	25000	7600	B9.75/20	DB9.75/20	Wau 6MZ	6–4¼x4¾	Fu 5A380	U 5	Op	Wis 1237H	2F	H	7.2	51.3	7x3¾x¼	P
♦ 111	440	4–6	4850	162	242	26000	8500	B9.75/20	DB9.75/20	Wau 6SRK	6–4¾x5½	Fu 5A530	U 5	Op	Wis 1237H	2F	R	7.2	51.3	8x3x¼	P
♦ 112	.....HE2	5–7	5400	156	Op	26000	9100	B10.50/20	DB10.50/20	Wau 6SRK	6–4¾x5½	Fu 5A530	U 5	Op	Wis 1737H	2F	R	8.05	58.2	10x3x⅞	D
♦ 113	70	7–10	6960	175	Op	26000	10700	B10.50/24	DB10.50/24	Wau 6SRK	6–4¾x5½	Fu MHU12-10	U 4	Op	Wis 19027W	2F	R	6.9	111.	10x3x⅞	D
114	Hendrickson....158	2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6–3¾x4¾	Fu 5A38	U 5	No	Tim 54200H	SF	H	Opt	Opt	8x3x⅞	C
♦ 115	.....155A	2½	1680	99	210	15000	4800	B8.25/20	DB8.25/20	Wau 6BK	6–3¼x4¼	Cla R116	U 5	No	Cla B613	BF	R	Opt	Opt	8x3x⅞	C
116	198	3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Tim 58200H	SF	H	Opt	Opt	8x3x⅞	C
117	248	4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6–4x4¾	Fu 5A38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x⅞	F
118	325	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6–4¾x5½	Fu 5A53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x⅞	F
♦ 119	Hug.....15A	1¾–2½	785	136	156	10500	3750	B5.50/20	B6.50/20	Wau 6BL	6–3½x4¼	Cla B312	U 4	No	Cla B373	SF	H	6.37	41.8	8x2½x⅞	T
♦ 120	.....15D	1¾–2½	825	118	124	11500	3750	B5.50/20	B6.50/20	Wau 6BL	6–3½x4¼	Cla B312	U 4	No	Cla B470	SF	H	6.37	41.8	8x2½x⅞	T
♦ 121	.....15T	1¾–2½	825	130	150	20000	3750	B5.50/20	B6.50/20	Wau 6BL	6–3½x4¼	Cla B312	U 4	No	Cla B470	SF	H	6.37	41.8	8x2½x⅞	T
♦ 122	.....19A	2½–5	1275	136	156	18000	4578	B7.00/20	DB7.00/20	Wau 6BK	6–3¾x4¼	Spl 2253	U 5	No	Cla B611	SF	H	4.91	39.2	8x2x½	T
♦ 123	(Cont'd).....19D	2½–3	1365	118	124	14500	4578	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	Spl 2253	U 5	No	Cla B642	SF	H	5.52	44.0	8x2x

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	85 11/16	51 1/16	34	36x1¾	48x2¼	N
2	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 1/16	55 1/16	34	39x2	48x2½	½
3	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 1/16	55 1/16	34	39x2	48x2½	½
4	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124 11/16	69 1/16	33 11/16	42x3	56½x3½	½
5	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124 11/16	69 1/16	33 11/16	42x3	56½x3½	½
6	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¾	34	42x3	56x3½	½
7	309	4.7	200	31.5	96-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¾	34	42x3	56x3½	½
8	385	5.0	260	39.2	115-3000	L	G	S	8-2¾	13	CC	Mo	Str	M	DR	DR	P.BB	Lo	Own	Own	Jac	Ws41A	600	a	CD	99 11/16	65 11/16	34 1/16	42x3	56x3½	½
9	330	4.5	213	34.8	77-2100	L	G	C	7-3r	11½	FP	No	Str	P	AL	AL	P.BL	Yo	Cle	Shu 5572	Ros	L41HV	399	a	TD	Opt	79	34	38x2½	52x2½	N
10	428	4.5	280	45.9	105-2400	L	G	C	7-3r	11½	FP	No	Str	P	AL	AL	P.BL	Yo	Cle	Shu 5572	Ros	L41HV	504	a	TD	Opt	85	34	38x2½	52x3	½
11	525	4.5	336	48.6	111-2200	L	G	C	7-3	11½	FP	Mo	Str	P	AL	AL	P.BL	Yo	Cle	Shu 637	Ros	L41HV	554	a	TD	Opt	85	34	42x3	52x3¼	½
12	382	4.6	250	43.3	95-2500	L	G	N	7-2⅝	12 11/16	CC	Ha	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L41HV	350	a	TX	136¾	82	34	40½x3	55½x3	½
13	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 30000H	Ros	L41H	272	G	TX	144	81½	34	37x2½	56x3	½
14	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 30000H	Ros	L41H	272	G	TX	144	81½	34	37x2½	56x3	½
15	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L41H	306	G	TX	144	81½	34	37x2½	56x3	½
16	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L41H	306	G	TX	144	81½	34	37x2½	56x3	½
17	255	5.1	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L41H	306	G	TX	144	81½	34	37x2½	56x3	½
18	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 31000H	Ros	L41H	306	G	TX	144	81½	34	37x2½	56x3	½
19	358	5.2	254	38.4	110-2800	F	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L41HV	355	G	FD	167½	97⅛	34	41x2½	56x3	½
20	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L41HV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
21	358	5.2	254	38.4	110-2800	F	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L41HV	398	G	FD	167⅛	97⅛	34	41x2½	56x3	½
22	358	5.2	254	38.4	110-2800	F	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L41HV	398	G	FD	167⅛	97⅛	34	41x2½	60⅝x3½	½
23	358	5.2	254	38.4	110-2800	F	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L41HV	484	G	FD	167⅛	97⅛	34	41x2½	60⅝x3½	½
24	462	5.2	324	46.0	125-2600	F	G	A	7-3	13¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L41HV	484	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
25	517	4.5	340	51.3	108-2000	L	G	A	7-3	13¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L41HV	484	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
26	462	5.2	324	46.0	125-2600	F	G	A	7-3	13¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L41HV	663	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
27	462	5.2	324	46.0	125-2600	F	G	A	7-3	13¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450H	Ros	L41HV	717	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
28	377	4.4	440	60.0	125-1800	L	G	A	4-3½	11⅝	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim27050Tw	Ros	Ws41A	757	G	FD	132	86	34	42½x3	64½x4	½
29	200	4.7	126	24.0	50-2700	L	C	A	3-2½	5⅞	CC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX	....	....	34	38½x2¼	50x2½	N
30	228	4.7	149	27.3	62-2600	L	G	C	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
31	228	4.7	149	27.3	62-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	½
32	228	4.7	149	27.3	62-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	260	a	TX	101	51⅛	34	38x2½	50x2½	½
33	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L4IH	336	a	TX	101	51⅛	34	38x2½	50x2½	½
34	282	5.4	176	33.7	72-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F308	Ge	L4IH	336	a	TX	101	51⅛	34	38x2½	50x3	½
35	315	5.0	200	33.8	73-2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ge	L4IHV	336	a	FD	115	82	34	42x2½	52x3	½
36	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L41HV	379	a	FD	115	82	34	42x2½	52x3	½
37	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L41HV	379	a	FD	115	82	34	42x2½	52x3	½
38	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L41HV	379	a	TI	117	79	34	42x2½	54x3	½
39	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L41HV	379	a	TI	117	79	34	42x2½	54x3	½
40	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7720	Ros	L41HV	465	a	TD	117	79	34	42x2½	54x3	½
41	404	6.0	274	42.5	90-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 35000H	Ros	L41HV	465	a	FD	115	82	34	42x2½	54x3	½
42	517	4.6	330	51.3	110-2200	L	G	A	7-3	13½	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L41HV	486	a	TD	162	102	34	42x3	56x3½	½
43	517	4.6	330	51.3	110-2200	L	G	A	7-3	13½	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	W41A	613	a	TD	162	102	34	42x3	56x3½	½
44	471	3.7	288	40.0	61-1350	L	G	C	3-2¾	10¾	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
45	517	4.6	330	51.3	110-2200	L	G	A	7-3	13½	FF	Wa	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
46	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	94¼	51¼	38	33x2¼	50x2½	O
47	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	120 1/16	76 11/16	38	33x2¼	50x2½	O
48	220	5.5	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	109 1/16	51 1/16	38	33x2¼	50x2½	O
49	220	5.5	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	145¾	76 11/16	38	33x2¼	50x2½	O
50	220	5.5	148	30.0	85-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	....	31⅛	43	44½x2¼	44½x2¼	N
51	213	5.7	147	26.3	70-3300	L	C	B	4-2 13/16	6 1/16	FP	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	206	Pc	4I	86⅜	51½	36	36x1¾	45x2½	O
52	221	5.1	155	24.3	69-2800	H	G	B	4-2⅝	7 1/16	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	206	C	2I	106⅞	60	36	36x1¾	45x2½	½
53	221	5.1	155	24.3	69-2800	H	G	B	4-2⅝	7 1/16	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	OB4IM	281	C	TX	107	60	34	38x2	45x2½	½
54	257	5.1	185	28.3	76-2500	H	G	B	4-2⅝	7 1/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	346	a	TX	107	60	34	38x2½	50x3	½
55	257	5.1	185	28.3	76-2500	H	G	B	4-2⅝	7 1/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	416	a	TX	107	60	34	38x2½	50x3	½
56	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 1/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	107	60	34 1/16	40x3	50x3	½
57	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 1/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4MV	449	a	TX	125	72	34	40x3	50x3	½
58	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 1/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	586	a	TX	125	72	34	40x3	54x3	½
59	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 1/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	586	a	TX	125	72	34	40x3	54x3	½
60	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Zen	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	586	a	TX	125	72	34	50x3	54x3	½
61	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Zen	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	125	72	34	50x3½	54x3	½
62	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	125	72	34	50x3½	54x3	½
63	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	210	117	34 1/16	50x3½	54x3	½
64	257	5.1	185	28.3	76-2500	H	G	B	4-2⅝	7 1/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	72	34 1/16	50x3	50x3	½
65	257	5.1	185	28.3	76-2500	H	G	B	4-2⅝	7 1/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	112	72	34 1/16	50x3	50x3	½
66	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 1/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	119	72	34 1/16	50x3	50x3	½
67	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 1/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	542	a	TX	112	72	34 1/16	50x3	50x3	½
68	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	586	a	TX	119	84	34 1/16	50x3½	54x3	½
69	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	542	a	TX	107	72	34 1/16	50x3	54x3	½
70	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	119	84	34 1/16	50x3½	54x3	½
71	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	119	84	34 1/16	50x3½	54x3	½
72	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 1/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	107	72	34 1/16	50x3	54x3	½
73	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5 1/16	FP	No	Til	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81½	51¾	34	36x2¼	45x2¼	10
74	214	5.3	142	27.4	71-3200	L	C	A	4-2⅜	6 1/16	FP	No	Til	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81½	51¾	34	36x2¼	45x2½	10
75	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5 1/16	PC	No	Til	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81¼	51½	34	36x2¼	45x2½	½
76	214	5.3	142	27.3	71-3200	L	C	A	4-2⅜	6 1/16	PC	No	Til	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	249	p	TD	81¼	51½	34	36x2¼	45x2½	½
77	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9 1/16	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	249	p	FD	81¼	51½	34	36x2¼	45x2½	½
78	224	4.7	146	25.3	61-2900	L	G	C	4-2⅜	8 1/16	PC	Mo	Zen	V	AL	AL	P.BB	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
79	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9 1/16	PC	No	Til	M	AL	AL	P.BB	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
80	227	4.7	142	27.2	55-2400	L	G	C	3-2½	5 1/16	PC	Mo	Til	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	269	p	TD	81	51⅜	34	36x2¼	45x2½	½
81	248	5.0	160	27.3	70-3000	L	G	C	7-2⅝	10 1/16	FP	Mo	Til	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	260	p	TD	81	51⅜	34	36x2¼	45x2½	½
82	282	5.4	176	33.7	73-2800	L	G	C	7-2⅝	9 1/16	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
83	282	5.4	176	33.7	73-2800	L	G	C	7-2⅝	10 11/16	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2¼	½
84	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9 1/16	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
85	380	4.7	238	40.8	88-2400	H	G	C	7-2⅝	13 1/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
86	282	...	190	33.7	85-3200	L	G	C	7-2⅝	10 1/16	FP	Mo	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 33000H	Ros	L4IHV	330	a	TD	81	51¾	34	36x2¼	45x2½	½
87	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9 1/16	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
88	428	4.6	268	45.9	100-2200	H	C	C	7-2⅝	13 1/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
89	318	4.5	203	36.	80-2700	L	G	C	7-2⅝	12 11/16	CC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
90	353	4.8	245	36.2	98-2700	L	G	C	4-2⅝	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74⅛	34	42x2¼	56x3	½
91	448	17.	280	38.0	83-1800	H	G	N	5-3¼	12	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74⅛	34	42x2¼	56x3	½
92	380	4.7	238	40.8	88-2400	H	C	C	7-2⅝	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	156	90	41½	44x2½	60x3	½
93	428	4.6	268	45.9	100-2200	H	C	C	7-2⅝	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	176 1/16	119 1/16	41½	44x2½	60x3	½
94	428	4.6	268	45.9	100-2200	H	C	C	7-2⅝	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
95	779	4.5	505	66.2	143-1600	L	G	H	7-3½	17	PC	No	Til	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
96	428	4.1	268	45.9	100-2200	H	C	C	7-2⅝	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	W41A	576	a	FD	128½	73⅞	36	46x3	58x3½	½
97	672	17.	440	57.0	125-1800	H	G	N	7-3	16½	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 27450	Ros	W41A	576	a	FD	128½	73⅞	36	46x3	58x3½	½
98	611	4.1	382	54.1	127-2300	L	G	A	7-3	13 11/16	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	W41A	576	a	FD	198½	141½	41½	41x3	60x4	½
99	282	...	180	33.8	85-3200	L	G	C	7-2⅝	10¼	PC	No	Zen	M	My	AB	P.BB	Ow	Spi	Tim 30000H	Ros	L4IHV	268	A	TX	Opt	84	31	40x2½	54x3	½
100	282	...	180	33.8	85-3200	L	G	C	7-2⅝	10¼	PC	No	Zen	M	My	AB	P.BB	Ow	Spi	Tim 30000H	Ros	L4IHV	....	A	TX	Opt	84	31	40x2½	54x2½	½
101	255	5.4	182	27.3	90-3200	F	G	C	4-2⅝	10½	PC	Wa	Zen	M	My	AB	P.BB	Ow	Spi	Tim 31000H	Ros	L4IHV	....	A	TD	Opt	....	31	40x2½	54x2½	½
102	358	5.2	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	My	AB	P.BB	Ow	Spi	Tim 33000H	Ros	L4IHV	342	A	TD	Opt	....	31	40x2½	54x2½	½
103	358	5.2	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	My	AB	P.BB	Ow	Spi	Tim 35000H	Ros	L4IHV	....	....	TD	Opt	Opt	34	40x3	58x3½	½
104	462	5.1	324	45.5	125-2600	F	G	C	7-3	12½	PC	Wa	Zen	M	My	AB	P.BB	Ow	Spi	Tim 35000H	Ros	L4IHV	....	....	TD	Opt	Opt	34	40x3	58x3½	½
105	462	5.1	324	45.5	125-2600	F	G	C	7-3	12½	PC	Wa	Zen	M	My	AB	P.BB	Ow	Spi	Tim35000TW	Ros	Ws4IA	....	....	TD	Opt	Opt	34	40x3	58x4	½
106	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	G	TX	Opt	Opt	34	38x2¼	56x2½	½
107	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 31000H	Ros	L4IH	355	G	FD	Opt	Opt	34	38x2¼	56x2½	½
108	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	369	G	TD	Opt	Opt	34	38x2¼	56x3	½
109	404	4.6	255	43.3	90-2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	D.Fu	GO	Spi	Tim 33000H	Ros	L4IHV	660	G	TD	Opt	Opt	34

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS								FRAME	
									ENGINE		TRANSMISSION		REAR AXLE					
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds / Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions
1	Hug (Concl'd.)	19T 2½–5	1365	130	150	26000	4578	B7.50/20	DB7.50/20	Wau 6BK	6–3¾ x 4¼	Spi 2253	U 5 / No	Cla B642	SF	H	5.52	44.0	8x2x⅛
2		23A 2½–5	1785	153	188	19000	5120	B7.50/20	DB7.50/20	Bud H298	6–3¾ x 4½	Spi 2353	U 5 / No	Cla B611	SF	H	6.37	39.0	8x3x¼
3		23S 2½	2320	146	201	16400	6400	B8.25/20	DB8.25/20	Bud H298	6–3¾ x 4½	Fu MLU	U 4 / No	Cla B642	SF	H	6.42	40.8	8x3x¼
4		23T 2½–5	1835	130	150	28000	5120	B7.50/20	DB7.50/20	Bud H298	6–3¾ x 4½	Spi 2353	U 5 / No	Cla B642	SF	H	7.16	43.8	8x3x¼
5		41S 3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6–4⅜ x 4¾	Fu MRUAY	U 4 A 3 / Wis	1237H	2F	H	8.95	119.	8x3x¼
6		42A 3–6	2350	160	195	22000	6800	B9.00/20	DB9.00/20	Bud K369	6–4 ⅛ x 4¾	Fu 5A380	U 5 / No	Cla B805	SF	H	5.63	50.1	8x3x¼
7		42T 3–6	2615	137	160	32000	7000	B9.00/20	DB9.00/20	Bud K369	6–4 ⅛ x 4¾	Fu 5A380	U 5 / No	Wis 72000L	2F	H	5.71	50.8	8x3x¼
8		43A 4–8	3250	160	195	26000	7050	B9.75/20	DB9.75/20	Bud K428	6–4⅝ x 4¾	Fu 5A530	U 5 / No	Wis 72000L	2F	H	5.71	51.2	8x3x¼
9		43T 4–8	3425	137	160	38000	7350	B9.75/20	DB9.75/20	Bud K428	6–4⅝ x 4¾	Fu 5A530	U 5 / No	Wis 1337BH	2F	H	5.97	53.0	8x3x¼
10		70S 3	3495	122	122	18000	7370	B9.00/20	DB9.00/20	Bud K369	6–4 ¼ x 4¾	Fu 5A380	U 5 / No	Wis 72000Q	2F	H	9.14	64.0	6x3x¼
11		87K 3½	4360	128	128	23000	8156	B9.75/20	DB9.75/20	Bud K428	6–4⅝ x 4¾	Fu MHOG	A 8 / No	Wis 1337Q	2F	H	8.95	79.0	7x3⅝ x1¼
12		87Q 5	4985	144	144	28200	8300	B10.50/20	DB10.50/20	Bud K428	6–4⅝ x 4¾	Fu 5A530	A 5 A 2 / Wis	1737K	2F	H	9.16	99.0	8x4x⅛
13		43L 5	4325	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6–4½ x 5½	Fu 5A530	U 5 / No	Wis 1737KW	2F	H	9.16	64.0	8x3x¼
14		97L 7½	5925	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6–4½ x 5½	Fu 5A530	U 5 A 2 / Wis	1902T	2F	H	11.1	178.	8x4x¼
15	Indiana	85 1½	1025	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6–3⅝ x 4¼	BL 124	U 4 / No	Tim 53200H	SF	H	5.66	35.1	7⅛ x2½x⅜
16		95 2	1195	141	186	12000	4400	P32x6	DP32x6	Her JXC	6–3¾ x 4¼	BL 224	U 4 / No	Tim 54300H	SF	H	5.85	36.2	7⅛ x2½x⅜
17		95DR 2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6–3¾ x 4¼	BL 224	U 4 / Op	Wis 4916L	2F	H	6.66	41.2	7⅛ x2½x⅜
18		17A 3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 3341	U 4 A 3 / Tim	58205H	SF	H	6.83	43.0	8x3x¼
19		17ADR 3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 3341	U 4 / Op	Wis 70000H	2F	R	7.06	44.5	8x3x¼
20		17 3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6–4⅝ x 4¾	BL 3341	U 4 / Op	Tim 58205H	SF	R	6.14	38.7	8½x3⅜
21		17DR 3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6–4⅝ x 4¾	BL 334	U 4 / Op	Wis 70000	2F	R	6.28	38.6	8½x3⅜
22		19DR 3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6–4¾ x 4¾	BL 524	U 4 / Op	Wis 1237H	2F	R	7.2	52.3	8½x3⅜
23		43DR 4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6–4½ x 5¼	BL 524	U 4 / Op	Wis 1627KH	2F	R	6.96	50.7	8½x3⅜
24		45DR 5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6–4⅝ x 5¼	BL 534	U 4 / Op	Wis 1737H	2F	R	7.14	45.4	8½x3x⅜
25		47DR 5–7	7500	188	234	28000	10500	B10.50/20	DB10.50/20	Cum.6HDle.	6–4⅞ x6	BL 7351	A 5 / No	Wis 1910W	2F	R	7.16	45.0	8½x3x⅜
26	International	C1 ½	390	113	125	4400	2220	B5.25/18	B5.25/18	Own HD	6–3 ⅛ x 4¼	Own D	U 3 / No	Own HDR-55	SF	H	4.18	12.8	5½x2¼x⅛
27		M2 1	850	118	118	7100	3215	B6.50/20	B6.50/20	Wau XAH	4–3⅝ x 4½	Own H4A	U 4 / No	Own 713	SF	H	6.17	39.5	6x2¾x¼
28		(8)A2 1½	575	136	160	8000	2930	B6.00/20	B6.00/20	Wau XAH	4–3⅝ x 4½	Own H4A	U 4 / No	Own 708	SF	H	5.29	33.8	5½x2¾x⅛
29		B3 1½	695	136	175	10100	3530	P30x5	P32x6	Own FAB-2	6–3 ⅛ x4	Own H4A	U 4 / No	Own 720	SF	H	6.17	39.5	7x2¾x⅜
30		C20 1½	575	133	157	8300	2945	B6.00/20	B6.00/20	Wau XAH	4–3⅝ x 4½	Own H4A	U 4 / No	Own 708	SF	H	6.17	39.5	7x2¾x⅜
31		C35 1½–2	795	136	160	10400	3605	P30x5	P32x6	Own FAB3	6–3 ⅛ x4	Own H4A	U 4 / No	Own 720	SF	H	6.17	39.5	7x2¾x⅜
32		B4 2	1045	145	185	13000	4230	B6.50/20	DB6.50/20	Own FAB-3	6–3 ⅛ x4	Own H4A	U 4 / No	Own 750	SF	H	6.50	41.6	8x3¼x⅜
33		A4 2	1625	145	185	16500	5706	P32x6	DP32x6	Own FBB	6–3⅝ x4½	Own H5	U 5 / Op	Own 962	SF	H	6.50	47.8	7x3¾x⅜
34		C40 2–3	1145	145	185	13000	4225	B6.50/20	DB6.50/20	Own FAB3	6–3 ⅛ x4	Own F5	U 5 / Op	Own 750	SF	H	6.5	41.6	8x3¾x⅜
35		A5 3	2100	140	210	19100	6238	P34x7	DP34x7	Own FBB	6–3⅝ x4½	Own H5	U 5 / Op	Own 1002	SF	H	7.16	52.6	8x3¾x¼
36		A6 3	2450	140	210	21600	6526	P34x7	DP34x7	Own FBB	6–3⅝ x4½	Own H5	U 5 / Op	Own 2612	2F	H	8.50	62.5	8¼x3⅜x⅛
37		C50 3–4	1795	145	185	16100	5300	P32x6	DP32x6	Own FBB	6–3⅝ x4½	Own H5	U 5 / Op	Own 904	SF	H	6.5	41.3	8x3¾x¼
38		W2 3½	3300	130	200	24000	8250	P36x8	DP36x8	HS 151	4–4½ x5½	Own H6	U 5 / Op	Own 1200	2F	H	8.40	74.2	7x3x¼
39		C55 3½–4½	2450	140	210	21500	6400	P34x7	DP34x7	Own FBB3	6–3¾ x4½	Own H5	U 5 / Op	Own 1005	SF	H	7.2	52.9	8¼x3¾x⅛
40		C60 4–5	2575	140	210	21500	6500	P34x7	DP34x7	Own FBB3	6–3¾ x4½	Own H5	U 5 / Op	Own 1154	2F	H	8.5	62.5	8¼x3¾x⅛
41		A7 5–7½	6200	160	225	37000	11590	B9.75/20	DB9.75/20	Own FDB	6–4½ x5½	Own H7	U 5 / Op	Own 1301	2F	H	6.38	57.3	12½x3⅜x⅝
42		A8 7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6–5x5½	Own H7	U 5 / Op	Own 1301	2F	H	6.38	57.3	12½x3⅜x⅝
43	Kenworth	87 1½–2	1245	146	170	11200	3960	B6.50/20	DB6.50/20	Her JXB	6–3⅝ x4¼	BL 234	U 4	Tim 53200H	SF	H	5.14	33.1	8x3¾x¼
44		88 2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6–3¾ x4¼	BL 234	U 4 / Op	Tim 54300H	SF	H	5.85	37.4	8¼x3¾x¼
45		101B 2–2½	2050	146	200	13400	4700	B7.50/20	DB7.50/20	Bud H298	6–3¾ x4½	BL 234	U 4 / Op	Tim 54300H	SF	H	5.83	37.4	8¼x3¾x¼
46		89 2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6–3¾ x4¼	BL 234	U 4 / Op	Tim 56200H	SF	H	6.16	39.5	8¼x3¾x¼
47		127 2½–3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 3341	U 4 / Op	Tim 56200H	SF	H	6.16	40.7	8¼x3¾x¼
48		90 3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6–3¾ x4¼	BL 234	U 4 / Op	Tim 58205H	SF	H	6.83	43.8	8¼x3¾x¼
49		146B 3–4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6–4 ⅛ x4¾	BL 3341	U 4 / Op	Tim 58205H	SF	H	6.83	43.4	8¼x3¾x¼
50		D146B 3–4	5770	158	206	19500	7500	B9.00/20	DB9.00/20	Bud D6-415	6–4x5½	BL 5341	U 4 / Op	Tim 58206H	FS	H	6.83	43.8	8¼x3¾x¼
51		D–146–C 3–4	6250	158	206	19500	7600	B9.00/20	DB9.00/20	Cum HA–4	4–4⅞ x6	BL 5341	U 4 / Op	Tim58206TW	SF	H	6.83	43.4	8¼x3¾x¼
52		166B 3½–4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6–4 ⅛ x4¾	BL 3341	U 4 / Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼
53		166A 3½–4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6–4x5	BL 3341	U 4 / Op	Tim 58205H	SF	H	6.83	43.4	7x9x3x¼
54		186 4–5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6–4½ x4¾	BL 5341	U 4 A 3	Tim 57720H	2F	H	7.33	105.	7x9x3x¼
55		241S 5–7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6–4½ x5¼	BL 7341	U 4 A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3x¼
56		241A 5–7	6560	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 169	6–4¼ x5½	BL 7341	U 4 A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅛
57		241B 5–7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6–4½ x6	BL 7341	U 4 A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅛
58		241C 5–7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 7341	U 4 A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅛
59	Kleiber	80 1½–2½	1300	140	160	11200	3950	B7.00/20	DB7.00/20	Her JXB	6–3⅝ x4¼	BL 2241	U 4 / No	Tim 53200H	BF	H	5.14	34.0	5⅝x3¼x¼
60		100 2–3½	1575	158	170	13400	4400	B7.50/20	DB7.50/20	Her JXB	6–3⅝ x4¼	BL 3241	U 4 / No	Tim 54200H	BF	H	5.81	38.7	7½x3¼x¼
61		120 2½–4½	2100	170	180	16300	5150	B8.25/20	DB8.25/20	Con E601	6–3¾ x4½	BL 3241	U 4 / No	Tim 56200H	BF	H	6.17	33.4	7½x3¼x¼
62		140 3–5½	2650	180	190	20700	6500	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 3241	U 4 / No	Tim 56200H	BF	H	6.84	38.7	7½x3¼x¼
63		210 4–6	3800	190	200	22000	7600	B9.00/20	DB9.00/20	Con 21R	6–4⅜ x4¾	BL 5241	U 4 / No	EatDR2613H	2F	R	7.25	42.0	7½x3¼x¼
64		KD4 4	5400	190	200	22000	8000	B9.00/20	DB9.00/20	Cum H Dle.	4–4½ x6	BL 5351	U 4 / No	EatDR 2613W	2F	R	5.5	70.	7½x3¼x¼
65		KD6 6	6000	206	210	26000	9500	B9.75/20	DB9.75/20	Cum.6HDle	6–4½ x6	BL 714	U 4 A 4	Eat 65041W	2F	R	5.5	91.0	8½x3½x⅛
66	La Fr. Republic	C-2 2	1100	150	162	11000	3800	B6.00/20	DB6.00/20	Lyc SA	6–3¼ x4½	WG T9	U 4 / No	Tim 53200H	SF	H	5.67	35.9	6½x2x⅛
67		D-2 2–2½	1485	162	175	14000	4600	B6.50/20	DB6.50/20	Lyc SA	6–3¾ x4½	WG T9	U 4 / No	Tim 54200H	SF	R	5.83	37.4	7x3x¼
68		E-2 2½–3	2005	162	190	17000	5375	P32x6	DP32x6	Lyc A8D	6–3¾ x4½	Fu Mlu-Bb	U 4 / No	Tim 54200H	SF	H	7.47	0	7x3x¼
69		F-3 3½–4	2420	174	198	21000	6240	P34x7	DP34x7	Wau MK	6–4½ x4¾	Fu MGU14	U 4 / No	Tim 58200H	SF	R	7.8	50.6	8x3x¼
70		H-5 4–5	3285	179	206	26000	7840	B9.75/20	DP9.75/20	Wau MZ	6–4½ x4¾	Fu MRU	U 4 / No	Tim 75733H	2F	R	7.97	53.0	8x3x¼
71		M-3 5–6	4640	174	198	32000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6–4¾ x5½	Fu VUOG	U 5 / No	Tim 76733H	2F	R	8.85	62.5	9¼x3½x⅛
72		35-4 7–8	6570	174	198	35000	9700	B10.50/24	DB10.50/24	Wau 6-125	6–4¾ x5½	Fu MHU	U 4 / No	Tim 78720W	2F	R	8.90	58.2	9¼x3½x⅛
73	Le Moon	150 1½	1150	140	152		3300	B6.50/20	Con 20C	6–3⅜ x4⅝	BL 214	U 4 / No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛
74		200 1½–2	1350	160	178		3600	B7.00/20	DB7.00/20	Con 20C	6–3⅜ x4⅝	BL 214	U 4 / No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛
75		300 2–3	1575	163	190		4200	B7.50/20	DB7.50/20	Con 20C	6–3⅜ x4⅝	BL 214	U 4 / No	Tim 54200H	BF	H	6.80	42.1	6½x3¾x¼
76		400 3–4	2175	163	190		5000	B8.25/20	DB8.25/20	Wau 6MS	6–3¾ x4¾	BL 314	U 4 / No	Tim 56200H	BF	R	6.16	40.6	6½x3¾x¼
77		505 4–5	2775	160	190		6000	B9.00/20	DB9.00/20	Wau 6MK	6–4½ x4¾	BL 3341	U 4 / No	Tim 58205H	BF	R	6.14	40.6	6½x3¾x¼
78		501 4–5	3150	160	190		6500	B9.00/20	DB9.00/20	Wau 6SRL	6–4¾ x5½	BL 5351	U 5 / No	Tim 58205H	BF	R	6.14	40.6	7x4x¼
79	(c.o.e.)	100 5	***				7300	B9.75/20	DB9.75/20	Wau 6RB	6–5x5½	BL 3341	U 4 / No	Tim 66725W	WF	H	8.2	51.4	9x4x¼
80		(9) 600 5–6	3450	169	199		7200	B9.75/20	DB9.75/20	Wau 6SRL	6–4¾ x5½	BL 5341	U 4 / No	Tim 65720H	WF	R	6.00	43.2	9x4x¼
81	Mack	BL 1–2	2500	138	192		4300	B6.00/20	DB6.00/20	Own BL	6–3¼ x5	Own BG	U 4 / No	Tim 52050	SF	H	5.20	27.6	7x3x⅛
82		BG 1½–3	3000	138	192		5200	P32x6	DP32x6	Own BG	6–3⅝ x5	Own BG	U 4 / No	Own BG	SF	H	5.44	26.8	7x3x⅜
83		BF 2½–4	4000	156	216		6700	B8.25/20	DB8.25/20	Own BG	6–3⅝ x5	Own AB	U 4 / No	Own AB	2F	H	7.01	33.9	7 ⅛ x3x⅜
84		AB 3–5	4000	156	210		6900	P34x7	DP34x7	Own AB	4–4¼ x5	Own AB	U 4 / No	Own AB	CD	R	7.72	37.4	8x2¼x¼
85		AB 3–5	4200	156	210		7300	P34x7	DP34x7	Own AB	4–4¼ x5	Own AB	U 4 / No	Own AB	2F	H	7.54	36.6	8x2¼x¼
86		AB 3–5	4150	156	210		6900	P34x7	DP34x7	Own BG	6–3⅝ x5	Own AB	U 4 / No	Own AB	CD	R	7.72	37.4	8x2¼x¼
87		AB 3–5	4500	156	210		7300	P34x7	DP34x7	Own BG	6–3⅝ x5	Own AB	U 4 / No	Own AB	2F	H	7.58	36.7	8x2¼x¼
88		BM 3–5	4700	157	211		7900	B9.00/20	DB9.00/20	Own CE	6–4x5½	Own BC	U 4 / No	Own AB	2F	H	7.01	40.9	8½x3x¼
89	(c.o.e.-15)	CH 3–5	5200	150	186		8500	B9.00/20	DB9.00/20	Own CE	6–4x5½	Own BC	U 4 / No	Own BC	2F	H	7.01	49.4	8½x3x¼
90		BX 3½–6	5750	171	225		9400	B9.75/22	DB9.75/22	Own CF	6–4¼ x5½	Own BX	U 4 / No	Own BX	CD	R	7.88	55.2	9½x3x¼
91		BX 3½–6	5600	171	225		9300	B9.75/22	DB9.75/22	Own CF	6–4¼ x5½	Own BX	U 4 / No	Own BX	2F	H	7.91	49.4	9½x3x¼
92	(c.o.e.-15)	CJ 3½–6	6100	150	186		9700	B9.75/22	DB9.75/22	Own CF	6–4¼ x5½	Own BX	U 4 / No	Own BX	2F	H	7.54	53.1	9½x3x¼
93		BQ 6–8	6800	176	230		10800	B10.50/22	DB10.50/22	Own BQ	6–4¾ x5¾	Own BQ	U 4 / No	Own AK	2F	H	7.43	47.7	10½x3x¼
94		AK 5–7½	5250	162	228		9500	B10.50/24 °	DB10.50/24 °	Own AC	4–5x6	Own AK	A 4 / No	Own AK	2F	H	6.92	55.3	8½x2¾x¼
95		AK 6–8	6450	174	240		10900	B10.50/22	DB10.50/22	Own BQ	6–4¾ x5¾	Own AC	A 4 / No	Own AK	2F	H	7.43	47.7	8¾x3x⅛
96		BX-S 7½	6250	207	225		10000	B9.75/24	DB9.75/24	Own BX	6–4¼ x5½	Own B	U 4 / No	Own BX	2F	H	7.54	53.1	9½x3x¼
97		AC Light 5–7½	5150	168	240		10400	B10.50/24 °	DB10.50/24 °	Own AC	4–5x6	Own AC	J 4 / No	Own AC	CD	R	8.46	54.4	8x3x⅛
98		AC Medium 6–8	5500	168	240		10700	S36x6	DS40x6	Own AC	4–5x6	Own AC	J 4 / No	Own AC	CD	R	7.75	49.8	8x3x⅛
99		AC Heavy 7½–10	5700	168	240		11000	S36x7	DS40x7	Own AC	4–5x6	Own AC	J 4 / No	Own AC	CD	R	8.95	57.4	8x3x⅛
100		AC 6–8	6450	174	240		11400	B10.50/24	DB10.50/24	Own BQ	6–4¾ x5¾	Own AC	A 4 / No	Own AC	CD	R	8.4	53.9	8½x3x⅛
101		AP 7½–10	8500	191	216		11700	S36x7	DS40x8	Own AP	6–5x6	Own AC	J 4 / No	Own AC	CD	R	8.31	53.3	8x3x⅛
102	Menominee	A-15 1½	1485	144	160	8750	3750	B7.00/20	Wau TL	6–3½ x4¾	Fu MKU10	U 4 / No	Cla B373	SF	R	5.00	31.7	5½x3⅛x¼
103		DX-6 2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6–3⅝ x4¾	BL 234	U 4 / No	Wis 6617	2F	R	5.83	37.3	6x2¾x⅜
104		DN-6 3	3275	156	175	15200	6200	B8.25 20	DB8.25 20	Wau MK	6–4¼ x4¾	BL 524	U 4 / No	Wis 8817	2F	R	6.72	48.9	6x2¼x⅜
105		A30 3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6–4¼ x4¾	BL 528	U 8 / No	Tim 58206H	SF	R	7.8	90.8	8x3x¼
106		N-6 3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4 / No	Wis 8817	2F	R	7.93	57.7	8x2¾x¼
107		JX-6 5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6–4½ x5½	BL 724	U 4 / No	Wis 1458	2F	R	9.12	64.4	10x2½x¼
108		6W-8 8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6–4½ x5½	BL 724	U 4 / No	Wis 8D210	2F	R	8.50	60.1	10x2¾x¼
109	Moreland	R11H 2	1445	155	179	11500	4200	B6.50/20	DB6.50/20	Her JXC	6–3¾ x4¼	BL 224	U 4 / No	Tim 53200	SF	H	5.66	35.	7 ⅛ x2½x⅜
110		(17) R13H 2½	1570	155	179	13500	4700	P32x6	DP32x6	Her JXC	6–3¾ x4¼	BL 224	U 4 / No	Tim 54300	SF	H	5.83	36.	7 ⅛ x2½x⅜
111		R16H 3½	1725	155	179	16000	5300	B7.50/20	DB7.50/20	Her JXC	6–3¾ x4¼	BL 224	U 4 / No	Tim 56200	SF	H	6.17	38.	7 ⅛ x2½x⅜
112		E16H 4	2775	179	210	16500	6000	B8.25/20	DB8.25/20	Her WXC3	6–4¼ x4½	BL 3241	U 4 / No	Tim 56200	SF	H	6.17	43.	9 ⅛ x3½x⅜
113		E22H 5	2995	179	210	22000	6550	B9.00/20	DB9.00/20	Her WXC3	6–4¼ x4½	BL 3241	U 4 / No	Tim 58200	SF	H	6.14	43.	9 ⅛ x3½x⅜
114		E25H 6	3250	179	210	25000	7050	B9.75/20	DB9.75/20	Her WXC3	6–4¼ x4½	BL 5241	U 4 / No	Tim 65720	WF	R	7.25	51.	9 ⅛ x3½x⅜
115		H30H 6	4625	196	220	30000	9000	B9.75/20	DB9.75/20	Her RXB	6–4½ x5¼	BL 5241	U 4 / No	Tim 66720	WF	R	8.20	59.	9½x3½x⅜
116	Omort	20 2	1095	131	210	10000	3725	B6.00/20	DB6.00/20	Her JXA	6–3⅜ x4¼	WG T9	U 4 / No	Tim 53200H	BF	H	6.20	39.6	6x2¾x¼
117		25 2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6–3¾ x4½	Fu MGU	U 4 / No	Wis 6787L	2F	R	6.41	41.6	6x3½x⅛
118		30 3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6–3¾ x4½	Fu MGOG	A 4 / U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x⅜
119		35 3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6–4x4½	Fu MGOG	A 4 / U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x½
120	Pierce-Arrow 38	385 2–2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8–3½x5	Co RU48L	U 4 / No	Tim 56200	SF	R	5.28	32.6	7⅝x3¼x⅛
121		15T298 3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6–3¾ x4½	Cla 108B	U 4 / Op	Tim 56200	SF	R	6.16	40.2	7⅝x3¼x⅛
122		17T361 3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6–4¼ x4½	Co RU48L	U 4 / Op	Tim 58200	SF	R	6.83	42.2	7⅝x3¼x⅛
123	(Cont'd.)	18W361 3½–4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6–4¼ x4½	Co RU48L	U 4 / Op	Tim 65720	WF	R	6.8	42.	8¼x2½x⅛

†—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS								MAIN BEARINGS				FUEL SYST.	ELEC-TRICAL						FRONT AXLE		BRAKES				BODY MOUNTING DATA			SPRINGS		
	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	Carburetors Make	Fuel Feed	Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Make and Model	Steering Gear Make	SERVICE: Make, Location Type, Operation	SERVICE: Lining Area	SERVICE: Drum Material	Hand Location, Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
1	282	5.4	188	33.8	85-3000	L	G	C	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F308	Ros	L4IH	318	G	CD	89	61	31½	34x2½	48x3	½
2	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	FP	No	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
3	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	FP	Pe	Zen	M	AL	DR	P.Spi	Ch	Blo	Cla F318	Ros	L4IH	348	G	CD	89	61	31½	34x2½	48x3	½
4	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	FP	No	Zen	M	AL	DR	P.Spi	Ch	Blo	Cla F318	Ros	L4IH	348	G	CD	89	61	31½	34x2½	48x3	½
5	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	620	pG	CD	115	72½	31½	41⅞x2½	54⅞x3	½
6	369	4.7	234	39.6	99-2800	L	G	B	7-3	11½	FP	No	Zen	M	AL	DR	D.Fu	Ch	Blo	Cla F318	Ros	L4IH	380	G	CD	133	85	31½	41x2½	54⅞x3	½
7	369	4.7	234	39.6	99-2800	L	G	B	7-3	11½	FP	No	Zen	M	AL	DR	D.Fu	Ch	Blo	Cla F318	Ros	L4IH	380	G	CD	90	62	31½	41x2½	54⅞x3	½
8	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	FP	No	Zen	M	AL	DR	D.Fu	Ch	Blo	Shu 632	Ros	L4IH	532	pG	CD	133	85	31½	41⅞x2½	48x3	½
9	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	FP	No	Zen	M	AL	DR	D.Fu	Ch	Blo	Shu 632	Ros	L4IH	620	pG	CD	90	62	31½	41⅞x2½	48x3	½
10	369	4.7	234	39.6	99-2800	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	326	G	TD	88¾	65	34½	41⅞x2½	48x3	½
11	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	405	G	TD	94½	70¾	34½	41⅞x2½	48x3	½
12	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	110¼	86½	35	41⅞x2½	48x3	½
13	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 633-11	Ros	41A	556	pG	CD	96½	64	31½	41⅞x2½	54⅞x3	½
14	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	119	86½	35	41⅞x2½	48x3	½
15	228	4.7	142	27.3	59-2800	L	G	A	7-2½	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
16	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
17	282	5.3	176	33.7	73-2800	L	G	A	7-2⅝	10¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
18	282	5.3	176	33.7	73-2800	L	G	A	7-2⅝	10¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	CD	108	69¾	34	39½x2½	54x3	½
19	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	380	G	CD	108	69¾	34	39½x2½	54x3	½
20	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
21	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
22	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34½	40x2½	54x3	½
23	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
24	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34½	40x2½	54x3	½
25	762	17.	420	57.0	125-1800	H	G	N	7-3½	17½	CC	FN	No	M	CI	LN	dp.BL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
26	213	5.0	148	26.3	79-3500	L	G	C	4-2⅝	6¼	CC	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	C	TE	....	....	32½	40x2	46x2½	½
27	186	4.6	125	21.	42-2500	L	G	C	3-2	6⅝	FP	NS	Zen	M	DR	DR	dp Lo	Mo	MM	Own 101	Ros	B4IM	217	C	2I	93⅜	53⅝	32⅞	40x2	46x2½	O
28	186	4.6	125	21.	42-2500	L	G	C	3-2	6⅝	FP	NS	Zen	M	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	C	2I	93⅝	53⅝	32⅞	40x2	46x2½	½
29	207	5.5	144	26.3	73-3400	H	G	C	4-2⅜	6⅞	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	271	C	2I	94⅜	52⅜	32⅞	40x2	46x2½	½
30	207	5.5	144	26.3	73-3400	H	G	C	4-2⅜	6⅞	FP	NS	Zen	M	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	C	2I	94⅜	52⅜	32⅞	40x2	46x2½	O
31	186	4.6	125	21.	42-2500	L	G	C	3-2	6⅞	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	271	C	2I	94⅜	52⅜	32⅞	40x2	46x2½	½
32	225	5.4	160	28.3	78-3400	H	G	C	4-2⅜	5½	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	291	C	TX	102⅝	62¼	34	40x2	54x3	½
33	223	5.4	160	28.3	78-3400	H	G	C	4-2⅜	5½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	353	C	TX	104	61¼	34½	42x3	54x3	½
34	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12½	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	302	C	TX	101⅜	61¾	34	40x2	54x3	½
35	223	5.4	160	28.3	78-3400	H	G	C	4-2⅜	5½	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	302	C	TX	99	56½	34½	42x3	56x3	½
36	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	C	TX	99	56½	34½	42x3	56x3	½
37	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	359	C	TX	102¼	59¾	34½	42x3	54x3	½
38	312	4.0	201	32.4	63-2200	H	G	A	3-2¾	8¾	CC	HS	Zen	M	DR	DR	P.Ow	Mo	Own	Own 400	Own	B04IM	714	C	2I	88½	55¼	34	41½x3	56x3½	¼
39	298	5.7	214	33.7	90-2800	H	G	A	7-2½	12½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	476	C	TX	97¼	54¾	34½	42x3	56x3	½
40	298	5.7	214	33.7	90-2800	H	G	A	7-2½	12½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	476	C	TX	97¼	54¾	34½	42x3	56x3	½
41	298	5.7	214	33.7	90-2800	H	G	A	7-2½	12½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 503	Ros	B04IMV	714	C	TD	106	72	34	48x3	56x3	½
42	368	4.4	260	60.	140-2100	H	G	A	7-3½	17½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 503	Ros	B04IMV	714	C	TD	106	72	34	48x3	56x3	½
43	263	4.7	163	31.5	68-2700	L	G	A	7-2½	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30000H	Ros	L4IH	249	a	TX	108	60	31½	38x2¼	52x2½	½
44	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
45	298	4.7	200	33.7	80-2800	L	G	C	7-3	9⅝	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	108	60	31½	38x2¼	52x2½	½
46	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
47	339	4.4	212	38.4	76-2400	L	C	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	394	a	FD	110	72	31½	40x2½	52x3	½
48	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	394	a	TX	108	60	31½	38x2¼	52x3	½
49	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
50	415	14.3	264	38.4	93-2000	H	G	A	7-3	11½	FP	Bu	No	B	No	LN	P.BL	Pe	Spi	Tim33000TW	Ros	Ws4IA	455	a	FD	120	72	31½	38x2½	52x3	½
51	448	17.	283	38.0	83-1800	H	G	A	5-5¼	11½	FP	En	No	C	No	LN	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	120	72	31½	38x2½	52x3	½
52	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
53	377	4.9	258	38.4	92-2300	H	G	C	4-2⅛	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
54	453	4.8	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
55	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
56	468	4.4	322	43.3	125-2400	H	G	C	A 4-2¾	10¾	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
57	572	4.3	358	48.6	114-1900	L	G	C	4-3	10⅞	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
58	707	4.4	506	60.0	170-2000	H	G	C	A 7-3¼	11⅞	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
59	263	5.4	164	31.5	68-2800	L	G	C	7-2½	10⅛	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L4IH	308	G	TD	132	74	34	38x2¼	52x2½	½
60	263	5.4	164	31.5	70-3000	L	G	C	7-2½	10⅛	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	TD	144	82	34	38x2½	52x2½	½
61	318	4.6	204	36.0	80-2700	L	G	C	7-2⅝	12⅛	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IHV	452	G	TD	156	96	34	38x2½	52x3	½
62	339	4.2	212	38.4	90-2700	H	G	C	7-2¾	13⅛	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IHV	648	G	TD	168	104	34	38x2½	52x3	¼
63	427	4.2	270	45.9	118-2500	H	G	C	7-2¾	13⅛	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	44x2½	52x3	¼
64	448	17.	280	38.0	83-1800	H	G	C	N 7-3¼	12	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 35120W	Ros	Ws4IA	676	G	FD	170	108	34	44x2½	52x3	½
65	672	17.	420	57.0	125-1800	H	G	N	7-3¼	16½	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 26450W	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
66	224	4.7	145	25.3	61-2800	L	G	C	4-2⅜	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
67	242	5.0	160	27.3	65-2800	L	G	C	4-2⅜	8⅛	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	271	Da	TX	143¾	79½	32	38x2	62½x2½	½
68	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2	½
69	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	367	Da	FD	144	75	32	39x2½	60x3	½
70	354	4.3	228	36.2	86-2300	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	458	Da	FD	168	88	32½	44x3	60x3½	½
71	462	4.6	310	43.	97-2000	L	G	C	7-3	13⅛	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 27450W	Ros	Ws4IA	690	Da	FD	168	81¼	34	44x3	60x3½	N
72	462	4.6	324	46.	125-2400	L	G	C	7-3	13⅛	PC	Wa	Zen	M	AL	AL	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	96	58	34	37½x2¼	49¼x2½	N
73	248	4.4	150	27.3	65-2800	L	C	A	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	128	81	34	37½x2¼	50x2½	½
74	248	4.4	150	27.3	65-2800	L	C	A	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	c	TX	128	81	34	37½x2¼	50x2½	½
75	248	4.4	150	27.3	65-2800	L	G	C	7-2⅜	10⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	c	CD	128	81	34	37½x2¼	50½x2½	½
76	315	4.6	200	33.7	72-2500	L	G	C	7-2⅜	12⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
77	381	4.4	240	40.8	85-2500	L	G	C	7-2⅜	12⅛	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 35000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3·	½
78	462	4.6	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim26045TW	Ros	Ws4IA	876	a	TD	81	49½	34	48x3½	54x3½	½
79	677	4.6	460	60.	127-2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	c	RI	128	81	34	39x2½	53x3	½
80	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	c	FX	120	72½	33¾	40½x2½	52½x2½	½
81	248	5.6	153	25.4	72-3000	L	G	C	7-2⅝	10⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BL	Own	L4IH	302	p	FX	120	72½	33¾	42x2½	54x3	N
82	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	120	72½	33¾	42x2½	54x3	½
83	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33¾	44x2½	54x3	½
84	283	4.8	192	28.9	65-2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
85	283	4.8	192	28.9	65-2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
86	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
87	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Own	O4IMV	427	a	FX	120	102½	33¼	44x2½	54x3½	½
88	414	5.2	270	38.4	108-2400	L	G	C	7-3	12⅛	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CH	Own	O4IMV	540	a	FX	180	120	33¼	50x3	50½	N
89	414	5.2	270	38.4	108-2400	L	G	C	7-3	12⅛	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	JX	180	120	33⅛	53⅛x3	54x3	N
90	468	5.2	310	43.4	117-2400	L	G	C	7-3	12⅛	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	FX	180	120	33⅛	53⅛x3	56½x3½	N
91	468	5.2	310	43.4	117-2400	L	G	C	7-3	12⅛	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CJ	Own	O4IMV	619	a	FX	180	120	33¼	53½x3½	56½x3½	½
92	468	5.2	310	43.4	117-2400	L	G	C	7-3	12⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Own	O4IMV	618	a	FX	150	102	33¼	50x3½	58⅛x3½	½
93	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10⅛	FP	Ow	Str	G	RB	NE	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	48x3½	56x4	½
94	471	4.0	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FX	132	93	37½	47⅛x3½	58½x4	½
95	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	212	138	33⅛	53⅛x3	56½x3½	N
96	468	5.2	310	43.4	117-2400	L	G	C	7-3	13⅛	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
97	471	4.0	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
98	471	4.0	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
99	471	4.0	320	40.0	75-1800	L	G	C	3-3	10⅛	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	156	105	37½	48x3½	52x4	½
100	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10⅛	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	180	108⅞	37½	46⅛x3½	52x4	½
101	706	4.4	460	79.0	138-1900	L	G	C	S 4-3½	11¼	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	....	....	....	....	....	½
102	255	5.0	170	27.3	68-2600	L	G	C	4-2⅜	7⅝	PC	No	Zen	M	NE	NE	D.Fu	Pe	Blo	Cla 212	Ros	L4IHV	377	P	TX	113	65	32	40x2¼	50x2½	½
103	255	5.4	182	27.3	90-3200	F	G	C	4-2⅝	7¼	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	580	G	TD	118	68	32	44x2½	52x3	½
104	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	118	68	32	44x2½	52x3	½
105	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	146½	86½	34	44x2½	52x3	½
106	358	5.2	254	38.4	110-2800	F	G	C	7-2⅞	10¾	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	770	G	TD	139	85	32	44x2½	54x3½	½
107	462	5.1	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	770	G	TD	147	96	36	44x3	54x4	½
108	462	5.1	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5582B	Ros	L6IHV	1095	G	TD	Opt	Opt	36	44x3	54x4	½
109	282	5.0	176	33.8	73-2800	L	G	A	7-2½	10¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L4IH	254	a	TD	141	83	34	40x2½	54x3	½
110	282	5.0	176	33.8	73-2800	L	G	A	7-2½	10¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L4IH	364	a	TD	141	83	34	40x2½	54x3	½
111	282	5.0	176	33.8	73-2800	L	G	A	7-2½	10¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS									FRAME	
									ENGINE		TRANSMISSION		REAR AXLE			GEAR RATIOS			
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds Aux. Location and Speeds	Make and Model	Gear and Torque	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Pierce-Arrow19R479	3½–4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4½x4¾	Co TNU	U 4 Op	Tim 65720	WF	R	5.4	286.	8½x2½x⅜	C
2	(Concl'd.).24X479	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4½x4¾	Co TNU	U 4 Op	Tim 66720	WF	R	7.6	402.	9½x2½x⅜	C
3	.28M611	6–7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5½	Own	A 4 Op	Own	WF	R	10.	525.	9½x2½x⅜	C
4	Reo.....1B, (1D)	1½	595	140	164	10500	3260	B6.00/20	DB6.00/20	Own	6-3½x5	Own	U 4 O 2	Own	SF	H	5.78	34.8	7x2¾x⅜	C
5	.2B-2D	2	845	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6-3½x5	Own	U 4 O 2	Own	SF	H	5.83	38.4	7x3x¼	C
6	.2H (2J, 2K)	2½	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6-3½x5	Own	U 4 O 2	Own	SF	H	6.6	42.9	7x¼x⅜	C
7	.3H(3J,3K,3M)	3	1795	170	205	17500	5125	B7.50/20	DB7.50/20	Own	6-3½x5	Own	U 4 O 2	Own	SF	H	6.5	42.9	8½x1¼x3	C
8	.4H,4J,4K,4M	4	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8-3½x5	Own	U 4 O 2	Own	SF	H	6.14	40.5	10x3x¼	C
9	3chacht.....10H	1½–2½	1295	166	199	11500	4850	B6.50/20	DB6.50/20	Con 20C	6-3½x4½	BL 35	U 4 No	Tim	BF	H	5.83	31.2	6x3x⅛	P
10	.15HA	2½–3½	1735	160	199	13000	5200	B8.25/20	DB8.25/20	Con 20C	6-3½x4½	BL 35	U 4 No	Tim	BF	H	6.06	38.5	6x3x⅛	P
11	.20HA	2½–4	2185	160	199	15300	5450	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu 5–A–38	U 5 No	Tim	BF	R	6.06	38.5	6x3x⅛	P
12	.25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5–A–38	U 5 No	Tim	BF	R	6.02	39.2	7x3x⅛	P
13	.28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5–A–38	U 5 No	Tim	BF	R	6.83	43.8	7x3x⅛	P
14	.30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5–A–38	U 5 No	Wis	2F	R	7.14	46.4	7x3x⅛	P
15	.35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5–A–38	U 5 No	Own	2F	R	8.00	52.0	8½x3x⅜	P
16	.40H	5–7	4295	156	239	25500	7600	B9.75/20	DB9.75/20	Her YXC	6-4⅝x4¾	Fu 5–A–53	U 5 No	Own	2F	R	7.07	49.7	8½x3x⅜	P
17	.40HB	7–9	4695	156	239	29500	7750	B10.50/20	DB10.50/20	Her YXC	6-4⅝x4¾	Fu 5–A–53	U 5 No	Wis	2F	R	7.07	49.7	8½x3x⅜	P
18	.66HA	8–11	5895	154	251	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4⅝x5½	Fu 5–A–53	U 5 No	Wis	2F	R	7.07	49.8	8½x3x⅜	P
19	(T) TRD	10	4150	150	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4⅝x4¾	Fu 5–A–53	U 5 No	Own	2F	R	7.8	56.8	7x3x¼	P
20	(T) TRDA	12	4350	150	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu 5–A–53	U 5 No	Own	2F	R	7.8	56.8	7x3x¼	P
21	(T) TRDB	15	4595	150	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu 5–A–53	U 5 No	Wis	2F	R	7.8	56.8	7x3x¼	P
22	Sterling.....FB40	1½–2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6-3½x4	WG T9	U 4 No	Own	BF	H	5.66	36.2	6x2⅝x⅜	C
23	.FB50	2–2½	1240	142	162	11500	3650	B7.00/20	DB7.00/20	Con 25A	6-3½x4	WG T9	U 4 No	Own	BF	H	5.66	36.2	6x2⅝x⅜	C
24	.FB60	2½–3	1590	142	162	14000	4150	B7.00/20	DB7.00/20	Wau TL	6-3⅝x4¾	WG T9	U 4 No	Own	BF	H	5.83	37.3	6x2⅝x⅜	C
25	.FB70	2½–3	2635	174	204	17000	5755	B7.50/20	B7.50/20	Wau ML	6-4x4¾	Own UC7	U 5 No	Own	BF	R	7.4	52.7	10x3¼x¼	L
26	.FD80	3–4	3065	174	204	21000	6680	B8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	Own UC7	U 5 Op	Own	2F	R	7.8	55.3	10x3¼x¼	L
27	.FB80 Spec	3½–4	3010	174	204	21000	6680	B8.25/20	B8.25/20	Wau ML	6-4x4¾	Own UC7	U 5 No	Own	BF	R	7.8	55.6	10x3¼x¼	L
28	.FC90	4	4105	174	204	22000	7440	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	Own UC7	U 5 Op	Own	CD	R	8.66	61.7	10x3¼x¼	L
29	•.....FD90	4	3315	174	204	22000	7480	B9.00/20	B9.00/20	Wau MK	6-4½x4¾	Own UC7	U 5 No	Own	2F	R	8.0	57.0	10x3¼x¼	L
30	.FD97	4–5	4355	192	222	26000	8200	P36x8	DP36x8	Wau 6SRL	6-4½x5½	Own UC2	U 4 Op	Own	w/2F	R	7.75	51.6	12x3¼x¼	L
31	.FC100	5–5½	4185	192	222	26000	7750	P36x8	DP36x8	Wau 6MK	6-4½x4¾	Own UC2	U 4 Op	Own	CD	R	9.3	61.2	12x3¼x¼	L
32	•.....FD115	5–6	4690	192	222	32000	8750	P40x8	DP40x8	Wau 6SRL	6-4½x5½	Own UC2	U 4 Op	Own	w/2F	R	8.20	54.6	12x3¼x¼	L
33	.FC107	5–6	4700	192	222	27000	8200	P36x8	DP36x8	Wau 6SRL	6-4½x5½	Own UC2	U 4 Op	Own	CD	L	8.20	54.6	12x3¼x¼	L
34	•.....FD140	7–8	6285	192	222	35000	10050	P40x8	DP42x9	Wau 6-125	6-4⅝x5½	Own UC2	U 4 Op	Own	w/2F	R	10.0	66.6	15x3¼x¼	L
35	•.....FC135	7–8	4800	192	222	35000	8900	P40x8	DP40x8	Wau SRL	6-4½x5½	Own UC2	U 4 Op	Own	CD	R	9.3	62.2	15x3¼x¼	L
36	•.....FC140	8–8½	5245	200	230	36000	9350	P40x8	DP40x8	Wau 6-125	6-4⅝x5½	Own UC2	U 4 Op	Own	CD	R	8.3	55.2	15x3¼x¼	L
37	•.....FC145	8–8½	6180	200	230	37000	10100	P40x8	DP40x8	Wau AB	6-4½x5¾	Own UC8	U 4 Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
38	•...FW170, FD170	9½–10½	6980	200	230	35000	10550	P40x8	DP44x10	Wau AB	6-4½x5¾	Own UC8	U 4 Op	Own	w/2F	R	10.0	62.7	15x3¼x¼	L
39	•.....FC170	9½–10½	6995	200	230	40000	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4 Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
40	.FD195	12–12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die.	6-4½x6	BL 734	U 4 Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x¼	L
41	Stewart.....41X	¼	730	124	124	.....	2875	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4 No	Cla	8½	H	5.4	35.1	6x2¼x⅜	T
42	.41XS	1	765	134	145	.....	2925	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4 No	Cla	8½	H	5.4	35.1	6x2¼x⅜	T
43	.46H	1½	695	134	176	10000	3250	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4 No	Cla	SF	H	5.6	35.8	7½x2¾x⅜	T
44	.44X	1½	795	134	176	10000	3250	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4 No	Cla	SF	H	5.6	35.8	7½x2¾x⅜	T
45	.42X	1¾	895	145	176	11000	3525	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4 No	Cla	SF	H	5.6	35.8	7½x2¾x⅜	T
46	.43X	2	1125	145	176	12000	4005	B6.50/20	DB6 50/20	Lyc	6-3⅝x4½	WG	U 4 No	Cla	SF	H	6.3	41.	7½x2¾x⅜	T
47	.47H	2	895	134	190	12000	4005	B6.50/20	DB6.50/20	Lyc	6-3⅝x4½	WG	U 4 No	Cla	SF	H	6.37	40.	7½x2¾x⅜	T
48	.45X	2½	1425	145	190	14000	4350	B7.00/20	DB7.00/20	Lyc	6-3⅝x4½	WG	U 4 No	Cla	SF	R	6.37	40.	7½x2¾x⅜	T
49	.29XS	2½	1895	145	220	16000	5190	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5 No	Cla	SF	R	7.16	40.	7½x2¾x⅜	T
50	.32X	3	2190	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5 No	Cla	SF	R	7.16	40.	9x2¾x⅜	T
51	.58-3	3	2390	170	226	18000	6025	B7.50/20	DB7.50/20	Lyc	8-3¼x4½	Fu	U 5 No	Cla	SF	R	7.1	47.	9x2¾x⅜	T
52	.18X	3½	2790	165	220	20000	6600	B7.50/20	DB7.50/20	Lyc	6-3⅞x5	Fu	U 5 No	Tim	WF	R	7.25	47.5	9x2¾x⅜	T
53	.48-3	3½	3090	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8-3¾x4¾	BL	U 5 No	Cla	WF	R	7.1	47.	9x2¾x⅜	T
54	.19X	3½	3790	165	235	20000	7110	B9.00/20	DB9.00/20	Lyc	6-3⅞x5	Fu	U 4 A 3	Tim	WF	R	7.25	48.	9x2¾x⅜	T
55	.38-6	3½–5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Wau	6-4½x5½	BL	U 5 A 3	Tim	WF	R	7.25	48.	9x2¾x⅜	T
56	.38-8	3½–5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Lyc	8-3¾x4¾	BL	U 5 A 3	Tim	WF	R	7.25	48.	9x2¾x⅜	T
57	.31X	5–6	5490	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6-4½x5½	BL	U 4 A 3	Tim	WF	R	8.2	148.	9½x2¾x⅜	T
58	.27XS	7–8	6290	165	235	33000	10300	B10.50/24	DB10.50/24	Wau	6-4½x5½	BL	U 4 A 3	Tim	WF	R	10.1	148.	9½x2¾x⅜	T
59	Stud.T230-(241 265)	1½–2	625	130	165	9000	3185	B6.00/20	P32x6	Own	6-3¼x4½	WG T9	U 4 No	Cla B373	SF	H	5.66	36.2	7x2¾x⅜	T
60	.T430-(441–465)	1¾–2½	785	130	165	10500	3545	B6.00/20	DB6.50/20	Own	6-3¼x4½	WG T9	U 4 No	Cla B412	SF	H	6.8	43.5	7x2¾x⅜	T
61	.T841-(653–665)	2–3	945	141	165	12000	4130	B6.50/20	DB6.50/20	Own	6-3¼x4½	WG T9	U 4 No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅜	T
62	.T841-(865–883)	3–4	1345	141	183	16000	4920	B6.50/20	DP32x6	Own	6-3¼x4½	WG T9	U 4 A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x⅜	T
63	.W-841 (865–883)	3–4	1795	141	183	17000	5870	B6.50/20	DP32x6	Wau 6-110	6-4x4¾	Cla R900	U 5 No	Tim 58200	SF	H	6.8	55.2	8x2¾x¼	T
64	Walker.....401	¾–1	1095	96	Op	6250	2050	P30x5	P30x5	Electric	.....	.....	.....	Own	2½	T	....	19.1	4x2x⅛	C
65	.405	¾–1	1195	116	Op	6800	2600	P32x6	P32x6	Electric	.....	.....	.....	Own	2½	T	....	10.5	4x2x⅛	C
66	.410	¾–1	1095	116	Op	6600	2400	P32x6	P32x6	Electric	.....	.....	.....	Own	2½	T	....	10.5	4x2x⅛	C
67	.420	1½–2	1495	115	Op	12300	3300	P34x7	DP34x7	Electric	.....	.....	.....	Own	2½	T	....	15.4	5x2x¼	C
68	.430	2–3	2700	126	Op	15400	4400	P34x7	DP34x7	Electric	.....	.....	.....	Own	2F	H	....	15.6	5x2x¼	P
69	.440	3–4	3475	145	Op	19400	5800	P36x8	DP36x8	Electric	.....	.....	.....	Own	2F	H	....	14.7	6x2x¼	P
70	.450	5–6	3750	160	Op	24200	6600	P38x9	DP38x9	Electric	.....	.....	.....	Own	2F	H	....	14.7	7x3x¼	P
71	Ward La Fr...25R14	2½	2800	196	208	14000	6000	B7.50/20	Wau ML	6-4x4¾	BL 324	U 4 No	Tim 54200H	SF	R	Opt	Opt	12x3x¼	B
72	.25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	BL 324	U 4 No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
73	.25R18	3–4	3275	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 324	U 4 No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
74	.30R19	4	3675	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 524	U 4 No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅜	B
75	.320	3–4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau 8RL	6-4⅜x5½	BL 534	U 4 No	Tim 58205H	SF	R	Opt	Opt	12x3¼x⅜	B
76	.30R-20	3–4	4300	196	226	20000	7260	B9.00/20	DB9.00/20	Wau 8RL	6-4⅜x5½	BL 534	U 4 No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅜	B
77	.30R23	5	4175	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6-4½x4¾	BL 524	U 4 No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅜	B
78	.35R	5–6	4975	196	226	25000	8700	B9.75/20	DB9.75/20	Wau 8RL	6-4⅜x5½	BL 534	U 4 No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅜	B
79	.335RWS	7½	5450	205	224	26000	9360	B9.75/24	DB9.75/24	Wau 8RL	6-4⅜x5½	BL 534	U 4 No	Tim 65720W	WF	R	Opt	Opt	14x3x¼	B
80	.75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4 No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
81	.55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau 8RK	6-4½x5½	BL 724	U 4 No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
82	.55RWS	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau 8RK	6-4½x5½	BL 724	U 4 No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
83	.50D	7½–10	5975	159	173	36000	11000	P40x8	DP40x8	Wau 8RK	6-4½x5½	BL 724	U 4 No	Tim 68702D	WF	R	Opt	Opt	14x3¼x¼	T
84	.100RW	10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6-5x5¾	BL 734	U 4 No	Tim 68720W	WF	R	Opt	Opt	14x3¼x¼	T
85	.75RWS	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4 No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
86	White (12).....701	1¼–1½	1185	132	156	.....	4020	B7.00/20	B7.00/20	Own 8A	6-3⅛x4¾	Own 18BA	U 4 No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅜	C
87	.701A	1½	1220	132	156	.....	4000	B7.50/20	B7.50/20	Own 8A	6-3⅛x4¾	Own 183A	U 4 No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅜	C
88	.702	1½–2	1295	132	156	.....	4405	B7.00/20	DB7.00/20	Own 8A	6-3⅛x4¾	Own 18BA	U 4 No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅜	C
89	.702A	2	1340	132	156	.....	4275	B7.50/20	DB7.50/20	Own 8A	6-3⅛x4¾	Own 18BA	U 4 No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅜	C
90	.611	2–2½	2450	148	196	.....	5065	B7.00/20	DB7.00/20	Own 4AB	6-3¾x4½	Own 5B	U 4 No	Own 7C	S½	H	5.67	23.4	6⅝x3⅛x¼	C
91	.707	2½–3	1790	156	192	.....	.....	B7.50/20	DB7.50/20	Own 8A	6-3⅛x4¾	Own 18B	U 4 No	Own 20C	SF	H	6.38	40.8	7⅛x3¼x¼	C
92	.612	2½–3	2800	148	196	.....	5400	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4 No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
93	.620	2½–3	4350	157	195	.....	7505	B8.25/20	DB8.25/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 14C	SF	H	6.38	41.8	7⅛x3¼x¼	C
94	.612K	2½–3	2950	140	180	.....	5905	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4 No	Own 7CB	S½	H	5.67	23.4	6⅝x3⅛x¼	C
95	.712	3–4	2550	154	190	.....	6400	B8.25/20	DB8.25/20	Own 9A	6-3⅜x4½	Own 11B	U 5 No	Own 20C	2F	H	5.71	43.3	7⅛x3¼x¼	C
96	.618	3–4	3600	166	206	.....	6785	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4	Own 11BA	U 5 No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
97	.621	3–4	4650	157	195	.....	7955	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5½	Own 4B	U 4 No	Own 10C	SF	R	6.29	41.1	7⅛x2⅜x⅜	C
98	.621K	3–4	4900	168	215	.....	9125	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5½	Own 4B	U 4 No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
99	.618K	3–4	3750	158	198	.....	7225	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4½	Own 11BA	U 5 No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
100	.620K	3–4	4675	168	215	.....	8555	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 14CB	SF	R	7.32	47.9	8x3x¼	C
101	.630	3–4½	5000	168	215	.....	8950	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
102	.630K	3–4½	5200	168	214	.....	9205	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
103	.640	3–4½	6100	180	214	.....	10185	B9.00/20	DB9.00/20	Own 5A	6-4⅝x5¾	Own 10B	U 5 No	Own 10C	SF	R	5.18	33.2	8½x3⅛x¼	C
104	.640K	3–4½	6300	180	214	.....	10365	B9.00/20	DB9.00/20	Own 5A	6-4⅝x5¾	Own 10B	U 5 No	Own 10C	SF	R	5.18	32.2	8½x3⅛x¼	C
105	.58–8S	7½	5300	196	196	.....	9300	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4 No	Own 6C	2F	R	11.8	77.5	10½x3⅛x⅜	C
106	.631	3½–6	5750	168	215	.....	9425	B9.75/20	DB9.75/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
107	.631K	3½–6	5950	168	215	.....	9605	B9.75/20	DB9.75/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
108	.631X	7½	6100	215	215	.....	10000	B10.50/20	DB10.50/20	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 2C	2F	R	10.15	66.4	8¾x3⅛x¼	C
109	.641	3½–6	6450	180	214	.....	10460	B9.75/20	DB9.75/20	Own 5A	6-4⅝x5¾	Own 10B	U 5 No	Own 2C	2F	R	7.16	44.5	8½x3⅛x¼	C
110	.641K	3½–6	6650	180	214	.....	10660	B9 75/20	DB9.75/20	Own 5A	6-4⅝x5¾	Own 10B	U 5 No	Own 2C	2F	R	7.16	44.5	8½x3⅛x¼	C
111	.642	4–7½	6750	180	214	.....	10910	B9.75/24	DB9.75/24	Own 5A	6-4⅝x5¾	Own 10B	U 5 No	Own 13C	2F	R	10.2	63.4	8½x3⅛x¼	C
112	.643	5–9	6950	180	214	.....	11210	B10.50/24	DB10.50/24	Own 5A	6-4⅝x5¾	Own 10B	U 5 No	Own 13C	2F	R	10.2	63.4	8½x3⅛x¼	C
113	.691	7–9	7250	129	129	.....	12300	B10.50/24	DB10.50/24	Own 5A	6-4⅝x5¾	Own 10BB	U 5 No	Own 13CB	2F	R	10.2	63.4	8¾x3¾x⅜	C
114	.632X	10	6600	215	...	.....	11000	B10.50/24	DB10.50/24	Own 7A	6-4⅛x5¼	Own 4B	U 4 No	Own 13C	2F	R	11.8	77.5	8¾x3⅛x⅜	C
115	Willys.....77	.....	325	100	100	.....	1584	B5.00/17	B5.00/17	Own 77	4-3½x4½	Own 77	U 3 No	Own 77	8½	H	4.3	12.5	3¾x1¼x⅛	T
	Four-Wheel-Drive																			
116	Coleman.....E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4⅛x4¾	Fu RU 16	U 4 A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅛	B
117	.E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4½x4¾	Fu MRU16	U 4 A 2	Wis CR26	2F	H	Opt	Opt	12x2½x⅛	B
118	.E54	4–5	5600	130	180	20400	8800	B10. 50/24	B10.50/24	Bud L468	6-4¼x5½	Fu MRU16	U 4 A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
119	(Cont'd.).....E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4 A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B

†—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	479	4.7	318	51.3	104–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	163¾	34	41x2½	56x3	½
2	479	4.6	318	51.3	104–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	B4IA	473	D	CD	168¼	33¼	34	41x2½	56x4	½
3	611	4.5	410	54.1	130–2000	L	G	A	7–3½	16⅝	PC	Ha	Zen	M	DR	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	BO4IA	720	D	TX	127	72½	34	41x3	56x4	½
4	230	5.3	152	23.4	68–2800	L	C	A	7–2⅜	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	246	C	2I	102	60	34	40x2	50x2½	O
5	268	4.9	175	27.3	75–2800	L	C	A	7–2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	289	a	2I	105	60	34	40x2¼	52x2½	½
6	268	4.9	175	27.3	75–2800	L	C	A	7–2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	289	a	2I	116	60	34	40x2½	52x2½	½
7	309	4.9	200	31.5	85–2800	L	C	A	7–2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	344	a	FD	124	68	34	44x3	54x3	½
8	358	4.9	230	36.4	110–2800	L	C	A	9–2⅝	12½	CC	Mo	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
9	248	5.1	150	27.3	76–2800	L	C	A	7–2⅝	10	FP	No	Zen	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
10	248	5.1	150	27.3	76–2800	L	C	A	7–2⅝	10	FP	No	Zen	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
11	339	4.7	225	38.4	73–2200	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
12	339	4.7	225	38.4	73–2200	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31¼	40x2½	50x3	½
13	339	4.7	225	38.4	73–2200	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
14	339	4.7	225	38.4	73–2200	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
15	360	4.7	238	40.3	80–2200	L	G	A	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
16	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
17	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2½	50x3	½
18	529	4.9	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	W84IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
19	428	4.4	280	45.9	93–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92	Opt	31½	40x2½	50x3	½
20	478	4.4	318	51.2	103–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92	Opt	31½	40x2½	50x3	½
21	529	4.4	355	51.2	115–2200	L	G	A	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92	Opt	31½	40x2½	50x3	½
22	214	5.0	137	28.0	72–3300	L	C	A	4–2⅝	6⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
23	214	5.0	137	28.0	72–3300	L	C	A	4–2⅝	6⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
24	255	5.0	175	28.0	68–2600	L	G	C	4–2⅝	7⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	
25	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 31000H	Ros	L4IHV	333	a	CX	144	91	34	42x2¼	54x3	
26	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	396	a	CX	144	91	34	42x2¼	54x3	
27	358	4.4	230	38.4	80–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	392	a	CX	144	91	34	42x2¼	54x3	
28	381	4.4	240	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	O2IMV	466	s	JX	144	91	34	42x2¼	54x3	
29	381	4.4	240	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	397	a	CX	144	91	34	42x2¼	54x3	
30	462	4.5	300	45.9	102–2400	L	G	C	7–3	13½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	
31	381	4.4	240	40.8	85–2500	L	G	C	7–2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	
32	462	4.5	300	45.9	102–2400	L	G	C	7–3	13½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	
33	462	4.5	300	45.9	102–2400	L	G	C	7–3	13½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	
34	462	4.5	300	45.9	125–2400	L	G	C	7–3	13½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450TN	Ros	W84IA	690	a	CX	172	108	34	48x3	60x4	
35	462	4.5	300	45.9	102–2400	L	G	C	7–3	13½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	
36	462	4.5	295	43.4	125–2400	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	
37	549	5.4	330	48.6	99–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	
38	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27050TW	Ros	W84IA	690	a	CX	163	107	34	48x3	60x4	
39	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	
40	672	17.	420	57.0	125–1800	H	G	C	7–3½	16½	CC	En	No	M	CI	LN	P BL	Mo	Spi	Tim 27450TW	Ros	W84IA	718	a	CX	163	107	34	48x3	60x4	
41	224	4.8	142	25.3	62–2800	L	G	C	4–2⅝	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	81	41¾	32½	38½x2¼	50x2½	N
42	224	4.8	142	25.3	62–2800	L	G	C	4–2⅝	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	92	51½	32½	38½x2¼	50x2½	N
43	224	4.8	142	25.3	62–2800	L	G	C	4–2⅝	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	254	a	TX	92	51½	32½	38½x2¼	50x2½	N
44	224	4.8	142	25.3	62–2800	L	G	C	4–2⅝	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	226	a	4X	92	51½	32½	38½x2¼	50x2½	N
45	224	4.8	142	25.3	62–2800	L	G	C	4–2⅝	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	4X	92	51½	32½	38x2½	50x2½	N
46	242	5.	162	27.3	65–2800	L	G	C	4–2⅝	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	4X	103¼	62¾	32½	38½x2¼	50x2½	
47	242	5.	162	27.3	65–2800	L	G	C	4–2⅝	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	266	A	TX	92	51½	32½	38½x2¼	50x2½	
48	242	5.	162	27.3	65–2800	L	G	C	4–2⅝	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	349	a	4X	104½	58½	32½	38½x2¼	50x3	
49	299	5.0	193	33.8	85–2750	L	G	C	4–2⅝	9⅛	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	524	a	TX	104½	58½	32½	38x2¼	50x3	
50	299	5.0	193	33.8	85–2750	L	G	C	4–2⅝	9⅛	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	594	a	TX	127⅛	79¼	32½	38x2¼	50x3	
51	322	4.6	224	36.2	90–2750	L	G	C	4–2⅝	10	FP	Mo	Str	P	DR	DR	P.Fu	Fe	Spi	Tim	Ros	B4IM	594	a	TX	129¾	79¼	32¼	40x3	56x3	
52	354	5.2	225	36.5	90–2750	L	G	C	4–2⅝	10	FP	Mo	Str	P	DR	DR	P.Fu	Fe	Spi	Cla	Ros	B4IM	670	a	TX	126¾	79⅛	32¼	40x3	50x3	
53	420	5.2	300	'4.4	130–2800	L	G	C	5–2⅝	12⅛	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IMV	594	a	TX	128⅛	75⅞	32¼	40x3	56x3	
54	354	4.6	224	36.2	90–2750	L	G	C	4–2⅝	10	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Eat	Ros	B4IM	670	a	TX	126¾	76¼	32¼	40x3	56x3	
55	462	4.6	300	45.9	100–2000	L	G	C	7–3	12⅞	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	
56	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	
57	516	4.5	330	51.2	110–2000	L	G	C	7–3	12⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	B4IMV	708	a	TX	128	73¼	34	40x3	56x4	
58	516	4.5	330	51.2	110–2000	L	G	C	7–3	12⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	W84IA	902	a	TX	128	73¼	34	40x3	56x4	
59	230	4.6	154	25.4	75–3200	L	G	C	4–2½	8	CC	No	Str	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IMV	231	a	4I	85⅝	48⅛	33	36x1¾	45x2½	O
60	230	4.6	154	25.4	75–3200	L	G	C	4–2½	8	CC	Ha	Str	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IMV	231	a	4I	85⅝	48⅛	33	36x1¾	45x2½	
61	230	4.6	154	25.4	75–3200	L	G	C	4–2½	8	CC	Ha	Str	M	DR	DR	dp. Lo	Mc	MM	Tim 31010	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	
62	230	4.6	154	25.4	75–3200	L	G	C	4–2½	8	CC	Ha	Str	M	DR	DR	dp. Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97	60	34	39x2½	56x3	
63	358	5.1	254	38.4	110–2800	F	G	A	7–2⅞	11	FP	Wa	Str	M	DR	DR	P.Li	Mc	MM	Tim 31020	Ros	B4IMV	420	D	4I	97	60	34	39x2½	56x3	
64	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Cla F212	Ros	B4IM	344	a	4I	66⅝	38¾	36	38x2	50x2½	
65	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Cla F212	Ros	B4IM	344	a	4I	100	64	32	38x2	50x2½	
66	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Cla F212	Ros	B4IM	344	a	4I	114	75	32	38x2	50x2½	
67	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Cla F212	Ros	B4IM	344	a	4I	120	74	32	38x2	50x2½	
68	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Tim	Ros	B4IM	571	a	4I	138	90	32	44x2½	52x3	
69	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Tim	Ros	B4IM	678	a	4I	162	109	32	44x2½	52x3	
70	...	...	...	...	...	...	...	...	...	...	...	No	Sto	Bat	...	...	None	No	No	Tim	Ros	B4IM	678	a	4I	192	124	32	44x2½	52x3	
71	358	6.2	228	38.4	80–2400	L	G	C	7–2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	282	a	TD	144	90¾	33	41x2¼	52x3	
72	358	6.2	228	38.4	80–2400	L	G	C	7–2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	330	a	TD	144	90¾	33	41x2¼	52x3	
73	381	6.5	242	40.8	85–2500	L	G	C	7–2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	391	a	TD	144	90¾	33	41x2¼	52x3	
74	381	6.5	242	40.8	85–2500	L	G	C	7–2½	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105	33	41x2½	52x3	
75	462	4.6	300	45.9	102–2400	L	G	C	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105	33	41x2½	52x3	
76	462	4.6	300	45.9	102–2400	L	G	C	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105	33	41x2½	52x3	
77	381	6.5	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105	33	41x2½	52x3	
78	462	4.6	300	45.9	102–2200	L	G	C	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105	33	41x2¼	52x3½	
79	462	4.6	300	45.9	102–2400	L	G	C	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim35100TW	Ros	W84IA	617	a	TD	207	115¾	33	42x3	56x3½	
80	677	5.5	465	60.	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452H	Ros	L4IHV	560	a	TD	192	117½	33	42x3	56x3½	
81	517	4.6	335	51.3	110–2300	L	G	C	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	560	a	TD	192	117½	33	40x3	56x3½	
82	517	4.6	335	51.3	110–2300	L	G	C	7–3	13⅞	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim3510QTW	Ros	W84IA	617	a	TD	207	115¾	33	42x3	56x3½	
83	462	4.6	300	45.9	102–2400	L	G	C	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 16302	Ros	T2IMV	470	a	TD	124	88	37	44x3	56x3½	
84	677	5.5	465	60.	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452TW	Ros	W84IA	746	a	TD	192	117½	33	42x3	56x4	
85	677	5.5	465	60.	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27452TW	Ros	W84IA	617	a	TD	207	115¾	33	42x3	56x3½	
86	240	4.6	150	26.3	*68–2400	L	G	C	4–2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	
87	240	4.6	150	26.3	*68–2400	L	G	C	4–2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	
88	240	4.6	150	26.3	*68–2400	L	G	C	4–2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	
89	240	4.6	150	26.3	*68–2400	L	G	C	4–2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	
90	299	5.5	202	33.7	77–2400	L	G	C	7–2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115	68	34½	41x2½	54x3	
91	240	4.6	150	26.3	68–2400	L	G	C	4–2½	8	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 18D	Ros	L4IHV	352	a	TX	128	84	34	39x2¼	54x3	
92	299	5.5	202	33.7	77–2400	L	G	C	7–2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	CX	115	68	34½	41x2½	54x3	
93	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	
94	299	5.5	202	33.7	77–2400	L	C	S	7–2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	123½	76¼	34	39x2½	54x3	
95	303	5.9	204	34.3	85–2400	L	C	S	7–2½	10	FP	Mo	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 7D	Ros	L4IHV	428	a	TX	134¾	84¼	34	41x2½	54x3	
96	299	5.5	202	33.7	77–2400	L	C	S	7–2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	140	84	34	41x2½	54x3	
97	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ha	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	
98	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Own	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	LO4IHV	553	a	CI	160	100	34½	42x3	56x3½	
99	299	5.5	202	33.7	77–2400	L	C	S	7–2⅝	10	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	150⅜	74¾	34	41x2½	54x3	
100	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41HV	483	a	CI	160	100	34½	42x3	54x3	
101	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O41HV	553	a	CI	144⅞	84¼	34½	42x3	56x3½	
102	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41HV	591	a	CI	160	100	34½	42x3	56x3½	
103	580	4.6	385	51.3	130–2050	H	C	S	7–3	15½	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34½	42x3	56x3½	
104	580	4.6	385	51.3	130–2050	H	C	S	7–3	15½	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	591	a	CI	172	107	34½	42x3	56x3½	
105	326	4.3	207	28.9	54–1600	L	G	C	3–2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	42x3	57x5	N
106	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	144⅞	84⅛	34½	42x3	56x3½	
107	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	160	100	34½	42x3	56x3½	
108	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	2I	215	131½	34½	42x3	56x3½	
109	580	4.6	385	51.3	130–2050	H	C	S	7–3	15½	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	156¾	91¾	34½	42x3	56x3½	
110	580	4.6	385	51.3	130–2050	H	C	S	7–3	15½	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	172	107	34½	42x3	56x3½	
111	580	4.6	385	51.3	130–2050	H	C	S	7–3	15½	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34½	42x3	51½x5	N
112	580	4.6	385	51.3	130–2050	H	C	S	7–3	15½	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34½	42x3	51½x5	N
113	580	4.6	385	51.3	130–2050	H	C	S	7–3	15½	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spi	Own 5D	Ros	O4IA	623	a	TD	100	65	36	44x3	55½x5	N
114	434	4.9	275	42.8	105–2100	H	C	S	7–2¾	13½	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	A

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	Tires
1	Coleman.....E558	5–6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6–4½x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
2	(Concl'd.)....E56	6–7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6–4¾x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2⅝x1¼	B
3	E57	7½–10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6–5¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3x1¼	B
4	Corbitt (3)....10FB6	1½–2	2300	Op	Op	.....	4420	B6.50/20	DB6.50/20	Con 25A	6–3½x4	BL 214	U 4	A 2	Tim 53200H	3F	H	6.20	Opt	8½x3x⅜	T
5	.....9FB6	2–2½	3200	Op	Op	.....	5060	B7.00/20	DB7.00/20	Con 20C	6–3½x4½	BL 224	U 4	A 2	Tim 54200H	3F	H	6.80	Opt	8½x3x⅜	T
6	.....12FB6	2½–3½	4000	Op	Op	.....	5630	B7.50/20	DB7.50/20	Con E602	6–4¼x4½	FuL 5A38	U 5	A 2	Tim 56200H	3F	H	7.40	Opt	9x3x¼	T
7	.....12FD6	2½–3½	4300	Op	Op	.....	5730	B7.50/20	DB7 50/20	Con E602	6–4½x4½	FuL 5A38	U 5	A 2	Wis 4916L	2F	H	7.36	Opt	9x3x¼	T
8	.....15FD6	3–4	5700	Op	Op	.....	8100	B8.25/20	DB8.25/20	Con 21R	6–4¾x4¾	FuL 5A53	U 5	A 2	Wis 70000L	2F	H	8.00	Opt	9x3x¼	T
9	.....18FD6	3½–5	6300	Op	Op	.....	9200	B9.00/20	DB9.00/20	Con 22R	6–4½x5¼	FuL 5A53	U 5	A 2	Wis 1237H	2F	H	8.00	Opt	9x3x¼	T
10	FWD.....HS	1½	2400	132	142	13000	4700	B6.50/20	DB6.50/20	Wau BK	6–3¾x4¾	BL 224	U 4	A 1	Tim 53620	S	H	5.14	31. 8	6x3x⅜	C
11	.....H4	1½–2	3325	120	160	11000	5300	P34x7	P34x7	Wis SU	4–4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38. 0	5½x2¼x⅜	C
12	.....H6	2–2½	3385	133	180	13000	5900	P9.00/20	P9.00/20	Wau MS	6–3¾x4¾	BL 51	U 4	No	Own H	BF	H	8.92	47. 7	5½x2¼x⅜	C
13	.....HH-6	2½–3	4135	138	170	16000	6900	P9.75/20	P9.75/20	Wau MK	6–4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84. 7	5½x2¼x⅜	C
14	.....B3		4200	124	156	15500	6460	S36x6	S36x6	Own A	4–4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35. 6	5½x2¼x⅜	C
15	.....CU-6	3½–4	4985	147	174	19500	8000	B10.50/20	B10.50/20	Wau SRS	6–4½x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x⅜	C
16	.....CU6A	3½–4	4685	147	179	19000	7800	B10.50/20	B10.50/20	Wau SRS	6–4½x5½	BL 615	U 5	Op	Own U	BF	H	6.73	35. 2	7x3x⅜	C
17	.....8SU	4–5	5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6–4¾x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x⅜	C
18	.....8SUA	4–5	4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6–4¾x5½	BL 706	U 5	Op	Own M	BF	H	7.35	73.	7x3x⅜	C
19	.....M5	5–7½	7400	165	195	29500	11200	B12.75/20	B12.75/20	Wau SRK	6–4½x5½	BL 714	U 4	A 2	Wis 131W	2F	H	10.0	207.	8x3x⅜	C
20	.....MF6	5–6	5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6–4½x5¾	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x⅜	C
21	(Fr't.-Wh.-Dr.) LBU	5–6	4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau SRS	6–4½x5½	BL 55	U 4	Op	Own U	D	H	7.35	39. 5	7x3x⅜	C
♦ 22	.....MJ5	5–6	6335	165	195	26500	11300	B10.50/20	DB1050/20	Wau SRK	6–4½x5½	BL 734	U 4	A 2	Wis	2F	H	7.50	188.	8x3x⅜	C
23	.....M7	7½–10	8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x⅜	C
24	.....(T)60-T	20–25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6–4¾x5½	Own U	A 5	Op	Own M	BF	H	7.35	73	7x3x⅜	C
25	.....(T)72-T	25–30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6–4¾x5½	BL 724	U 4	No	Wis 1237	2F	H	6.7	47. 4	8x3x¼	C
26	Indiana.....12X4	1½	2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6–3⅜x4½	BL	U 4	A 2	Tim 53200H	SF	H	5.14	54. 0	7½x2½x⅜	C
27	.....14X4	2½	3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6–3¾x4½	BL	U 4	U 2	Wis	SF	H	5.40	50. 0	7½x2½x⅜	C
28	.....16X4	3	4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6–4¼x4½	BL	U 4	U 2	Wis	2F	H	6.06	89. 0	8½x3¼	C
29	.....18X4	3½	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6–4¾x4¾	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅜	C
30	.....18x4A	3½	5400	160	224	21000	8700	B9.00/20	DB9.00/20	Her YXC	6–4¾x4¾	BL	U 4	A 2	Tim	SF	H	6.14	38. 6	8½x3x¼	C
31	.....20X4	4½	7200	188	...	24000	9800	B9.75/20	DB9.75/20	Her RXB	6–4½x5¼	BL	U 4	A 2	Wis	2F	H	8.00	128.	8½x3x⅜	C
32	.....22X4	5	10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	H	9.11	86. 0	8¼x3x⅝	C
33	Mar.-Herr.....A10	1½–2	2350	135	155	.....	4650	B6.50/20	DB6.50/20	Her JXA	6–3⅜x4¼	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82. 3	7¼x2½x⅜	C
34	.....A20	2½–3	3250	135	155	.....	5150	B7.50/20	DB7.50/20	Her JXC	6–3¾x4¾	Cla R111	U 5	A 2	Own-Tim	BF	H	5.83	80. 4	7½x2½x⅜	C
35	.....A30	3½–4	4300	155	167	.....	7000	B8.25/20	DB8.25/20	Her WXC	6–4x4½	Fu 5-A-380	U 5	A 2	Own-Tim	BF	H	6.17	105.	9½x3x⅜	C
36	.....A40	4–4½	4800	155	167	.....	7500	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9½x3x⅜	C
37	.....A50	4–4½	5700	155	175	.....	8150	B9.00/20	DB9.00/20	Her WXC3	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own-Wis	2F	H	8.0	139.	9½x3x⅜	P
38	.....TH300	4½	6150	163	193	.....	8985	B9.75/20	DB9.75/20	Her YXC	6–4¾x4¾	Fu 5-A-380	U 5	A 2	Own-Wis	2F	H	8.0	143.	8½x3x⅜	P
39	.....TH310	5–5½	7150	163	193	.....	9620	B9.75/20	DB9.75/20	Her YXC3	6–4¾x4¾	Fu 5-A-530	U 5	A 2	Own-Wis	2F	H	8.0	153.	8½x3x⅜	P
40	.....TH310A	6	8050	163	193	.....	10120	B9.75/22	DB9.75/22	Her RXC	6–4½x5¼	Fu 5-A-530	U 5	A 2	Own-Wis	2F	H	8.05	146.	8½x3x⅜	P
41	.....(13) TH315	7	9350	180	216	.....	10950	B10.50/20	DB10.50/20	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	146.	8½x3x⅜	P
42	.....(13) TH320	8–9	11500	198	228	.....	14200	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	166.	10x3x¾	P
♦ 43	Oshkosh.....JB	1½–2	2280	146	170	10550	4975	B7.00/20	DB7.00/20	Her JXB	6–3⅝x4¼	WG T9	U 4	A 2	Own JB	F	H	5.14	63.7	6x3½x¼	F
♦ 44	.....JC	2	2380	146	170	10565	4990	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	Fu MLU	U 4	A 2	Own JC	F	H	5.14	51.4	6x3½x¼	F
♦ 45	.....WLD	3–3½	4885	146	201	18500	6900	B9.75/20	B9.75/20	Her WXC3	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own WLD	2F	H	8.40	93.1	7x3x¼	
♦ 46	.....WLX	3–3½	4490	146	201	18300	6700	B9.75/20	B9.75/20	Her WXC2	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own WLX	2F	H	6.36	50.1	7x3x¼	
♦ 47	.....B3S	3½–4	4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own B3S	SF	H	6.10	86. 2	7x3x½	L
♦ 48	.....B3D	3½x4	5490	146	165	19700	8400	B10.50/20	B10.50/20	Her WXB3	6–4¼x4½	Fu 5-A-380	U 5	A 2	Own B3D	2F	H	7.00	98. 0	7x3x½	L
♦ 49	.....C3S	4–5	5250	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5-A-530	U 5	A 2	Own C3S	SF	H	6.10	86. 8	7x3x½	L
♦ 50	.....C3D	4–5	5945	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6–4½x4¾	Fu 5-A-530	U 5	A 2	Own C3D	2F	H	6.40	90. 2	7x3x½	L
♦ 51	.....FC	5	6190	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6–4½x5¼	Fu 5-A-530	U 5	No	Own FC	2F	H	7.60	67. 6	7x3x½	L
♦ 52	.....FB	5–6	6590	146	165	25000	9500	B11.25/20	B11.25/20	Her RXC	6–4¾x5¼	Fu 5-A-530	U 5	A 2	Own FB	2F	H	7.60	106.	7x3x½	L
♦ 53	.....FD	6–7½	7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6–4¾x5¼	Fu 5-A-530	U 5	A 2	Own FD	2F	H	7.20	101.	8x3x½	L
♦ 54	.....BG3	7½–10	8500	165	175	37000	13200	P40x10	DP40x10	Her GXB	6–5x5¾	BL 734	U 4	A 3	Own BG3	2F	H	6.20	101.	10x3¼x½	L
♦ 55	.....GD	10	10000	165	175	38000	14200	B13.50/20	DB13.50/20	Her HXD	6–5¼x6	BL 734	U 4	A 3	Own GD	2F	H	6.10	99.3	10x3¼x½	L
56	Walter.....FN	2½–3½	4500	146	150	16000	6500	B9.75/20	B9.75/20	Hwn 6MK	6–4¼x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x3¼x¼	P
57	.....FM	3½–5	5500	126	150	20000	7500	B9.00/20	DB9.00/20	Own 6SRL	6–4¾x5½	Own FM	U 5	No	Own FM	2D	H	6.0	60.0	12x2¼x¼	P
58	.....FCKD	5–6	6600	124	136	25000	9000	B9.75/24	DB9.75/24	Own SRK	6–4¾x5½	Own FK	U 5	No	Own FK	2D	H	8.5	85.0	11x3x¼	P
59	.....FCS	5–7	7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6–4¾x5½	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
60	.....FBS	5–8	8000	136	160	30000	10500	B10.50/24	DB10.50/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3x¼	P
61	.....FBRS	7–10	8600	136	160	35000	11500	B11.25/24	DB11.25/24	Own 6RB	6–5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P
	Six-Wheelers																				
62	B'kway 180SBT	2C	5–7½	4350	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6–4½x4½	Fu 5-A-38	U 5	Op	Tim SBT-251	SF	T	6.14	48.5	8¼x3x¾	B
63	Corbitt.....16SFD	6	2–3	5500	Op	Op	.....	5110	B6.50/20	DB6.50/20	Con E602	6–4½x4½	Fu 5-A-38	U 5	A 2	Tim SD75H	2F	R	7.36	Opt	7x3½x¼	T
64	(3).....16SFD8	6	2½–4	5900	Op	Op	.....	7040	B7.50/20	DB7.50/20	Lyc AEF	8–3¾x4¾	Fu 5-A-53	U 5	A 2	Tim SD75W	2F	R	7.36	Opt	8x3½x¼	T
65	.....20SW6	4R	3–5	5720	Op	Op	.....	9000	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 615	U 5	No	Tim SW151TW	w/2F	R	Opt	Opt	8x3½x¼	T
66	.....28SW6	4R	5–7½	6380	Op	Op	.....	10000	P34x7	DP34x7	Con 21R	6–4¾x4¾	BL 607	A 7	No	Tim SW251TW	w/2F	R	Opt	Opt	8x3x⅜	T
67	.....28SFD6	6	5–7½	8900	Op	Op	.....	11700	B8.25/20	DB8.25/20	Con 22R	6–4½x5¼	Fu 5A53	U 5	A 2	Tim SD251W	2F	R	8.44	Opt	9x3x½	T
68	.....36SW6	4R	7½–10	8800	Op	Op	.....	11500	P36x8	DP36x8	Con 21R	6–4¾x4¾	BL 607	A 7	No	Tim SW310W	w/2F	R	Opt	Opt	10½x3x⅜	T
69	.....36SFD6	6	7½–10	12300	Op	Op	.....	14600	B9.00/22	DB9.00/22	Her HXB	6–5x6	BL 734	U 4	A 3	Tim SD320W	2F	R	8.15	Opt	10½x3x⅜	T
70	.....40SW6	4R	10–15	11000	Op	Op	.....	13000	P38x9	DP38x9	Con 16H	6–4¾x5¾	BL 707	A 7	No	Tim SW420W	w/2F	R	Opt	Opt	10½x3x⅜	T
71	.....45SFD6	6	10–15	16900	Op	Op	.....	15400	B9.75/22	DB9.75/22	Her HXC	6–5¼x6	BL 734	U 4	A 3	Tim SD420W	2F	R	8.15	Opt	10½x3x⅜	T
72	Day Elder..150	3	4R	1645	176	189	15000	5300	B10.00/20	DB6.00/20	Her HXB	6–3⅝x4½	BL 734	U 4	No	Tim SBT75	BF	H	5.66	36.2	7x3½x¼	C
73	285	4R	8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6–4¾x5¼	BL 534	U 4	No	Tim SWD251H	WF	H	7.50	42.6	10x3½x⅜	C
74	345	4R	10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6–4¾x5¼	BL 534	U 4	No	Tim SWD320W	WF	R	8.50	54.0	10x3½x⅜	C
75	402	4R	12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6–4¾x5¼	BL 725	U 5	No	Tim SWD420W	WF	R	9.0	63.6	10x3½x⅜	C
76	DodgeBros.KS75	2C	3–9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6–3¾x5	Own	U 4	No	Own	SF	H	7.13	48.2	10x3¼x⅜	C
77	Fageol..226HP	2R	5–6	3150	195	220	22600	7600	B7.50/20	DB7.50/20	Wau 6–90	6–3⅝x4¾	BL234	U 4	No	Tim SBT151	BF	R	7.4	47.4	6x3x½	
78	.....326HP	2R	6–8	4350	195	220	30400	9700	B9.00/20	DB9.00/20	Wau 6–110	6–4x4¾	BL524	U 4	No	Tim SBT251	BF	R	7.8	56. 8	8x3x½	
79	.....8-46HP	4R	8	7800	195	220	40500	14100	B9.75/20	DB9.75/20	Wau 6–125	6–4¾x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.4	8x3½x⅜	C
80	.....8-46AL	4R	8	8800	195	220	40500	11950	B9.75/20	DB9.75/20	Wau 6–125	6–4½x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.4	15x4x⅝	C
81	.....10-46RB	4R	10	9000	232	232	56000	15300	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.2	8¼x4x⅝	C
82	.....10-46AL	4R	10	10000	232	232	56000	13200	B9.75/20	DB9.75/20	Wau 6RB	6–5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.2	15x4x⅝	C
83	Federal.....22	4R	3	1670	172	198	15000	5000	B8.00/20	DB6.00/20	Her JXB	6–3½x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2⅞x½	T
84	21	2R	3	1420	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6–3½x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2½x½	T
85	36	2R	4½	2975	192	218	24000	7700	B7.50/20	DB7.50/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Cla B642	SF	H	7.16	58.2	10x3½x¼	TL
86	FWD.....MX6	6	10–15	12255	200	Op	48000	17800	B13.50/20	B13.50/20	Wau RB	6–5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x⅜	
87	.....X6	4F	6–10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau SRK	6–4¾x5½	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3x⅜	C
88	Hendrick'n.21D	4R	2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	Fu 5-A-38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x⅜	
89	.....25D	4R	3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	Fu 5-A-38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x⅜	
90	.....32D	4R	4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Fu 5-A 38	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x⅜	
91	.....38D	4R	5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	Fu 5-A-53	U 5	No	Own 2513X	SF	R	Opt	Opt	8x3x⅜	
92	.....40D	4R	12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6-125	6–4¾x5½	Fu 5-A-53	U 5	No	Eat 44000	2F	R	Opt	Opt	8x3x⅜	
93	.....44D	4R	12	9000	Op	Op	44000	14000	B13.50/20	DB13.50/20	Wau 9HB	6–5x5¾	EC 707-4	A 7	No	Eat 44000	2F	R	Opt	Opt	8x3x⅜	
94	Hug.....97LD	4R	7½	8120	148	148	50000	12990	B10.50/20	DB10.50/20	Bud L525	6–4½x5½	Fu 5A530	U 5	A 2	Wis SD310AH	2F	R	9.11	153.	9x4½x⅜	
95	99	4R	10	9650	148	148	64500	15100	B10.50/20	DB10.50/20	Bud GF6	6–4¾x6	BL 714-703	U 4	A 3	Wis SD420AW	2F	R	10.3	139.	9x4½x⅜	
96	Ind..95SBT-151	2C	3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	T	7.4	45.8	7½x2¾x⅜	T
97	.....95SW 75	4R	3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45. 8	7½x2¾x⅜	
98	..17ASW151	4R	3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6–4x4½	BL 3341	U 4	Op	Tim SW151	WF	T	6.4	403.	8½x3x⅜	
99	...17BST251	2C	4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6–4¾x4¾	BL 524	U 4	Op	Tim SBT251	SF	T	6.1	37. 8	8½x3x⅜	TL
100	.....17SW251	4R	4	3900	188	224	28000	9500	P34x7	DP34x7	Her YXC	6–4¾x4¾	BL 524	U 4	Op	Tim SW251	WF	T	6.2	38.1	8½x3x⅜	TL
101	.....16X6	6	3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6–4½x5¼	BL 5351	U 4	U 2	Wis	2F	H	4.66	30. 8	8x3x¼	C
102	.....18X6	6	3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6–4¾x5¼	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅜	C
103	.....20X6	6	4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	R	8.95	84.0	9x3x¼	C
104	.....22X6	6	5	12100	208	...	48000	16000	B9.75/20	DB9.75/20	Her HXD	6–5½x6	BL	U 4	A 2	Wis	2F	R	9.11	86.0	8¼x3½x⅝	C
105	Ken.....898BT	2C	7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8½x3¼	TL
♦106	.....127SBT	2C	8	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6–4¼x4¾	BL 3341	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
♦107	.....146SBT	2C	9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6–4¼x4¾	BL 3341	U 4	Op	Tim SBT251	SF	A	7.8	48.	8x3x¼	TL
♦108	.....D–146–SW	9		7500	210	240	33000	10500	B9.00/20	DB9.00/20	Bud 6D–415	6–4x5½	BL 5341	U 4	Op	Tim SW251W	SF	H	7.5	47.6	8x3x½	
♦109	.....186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6–4½x4¾	BL 5341	U 4	A 3	Tim SDT320SW	2F	H	7.33	104.	9x3x¼	
♦110	.....241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 7341	U 4	A 3	Tim SDT320SW	2F	H	7.33	85.5	9x3x¼	
♦111	.....D-346-C	4R	10	10250	210	240	40500	14300	B9.75/20	DB9.75/20	Cum HA6	6–4¼x6	BL 7341	U 4	A 3	Tim SW320SW	WF	H	6.8	92.	8x3x¼	C
♦112	.....346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 7341	U 4	A 3	Tim SW320SW	WF	H	7.25	84.5	8x3x¼	C
♦113	.....346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6–4¾x6	BL 7341	U 4	A 3	Tim SW320SW	WF	H	7.25	98.4	8x3x¼	C
♦114	.....346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 7341	U 4	A 3	Tim SW320SW	WF	H	7.25	98.4	8x3x¼	C
♦115	.....386C	4R	10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 7341	U 4	A 3	Tim SW420SW	WF	H	7.60	103.	8x3x¼	C
116	Kleiber.....81		5	1900	180	190	20000	6500	P32x6	DP32x6	Her JXB	6–3¾x4¼	BL 2241	U 4	No	Tim SBT 75	BF	R	5.14	32.	7½x3¼x¼	C
117	121		7	2800	190	200	26000	8500	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 3241	U 4	No	Tim SBT 151	BF	R	6.17	33.4	7½x3¼x¼	C
♦118	141		9	3950	200	210	33000	9500	B9.00/20	DB9.00/20	Con 21R	6–4¼x4¾	BL 5241	U 4	No	Tim SBT251	BF	R	6.84	41.	7½x3¼x¼	C
119	La Fran-R...Q6	4R	9–12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF		Opt	Opt	12x3½x¼	L

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	FUEL SYST.: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type	Tyres
1	525	4.9	336	48.2	114–2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Yo	Spi	Wis CF122	Ros	W2/41M	530	G	TD	168	105	30	48x3½	52x3½	C	B
2	638	4.3	410	54.1	126–1850	L	G	C	4-3	10 7/8	FP	Bu	Str	P	DR	DR	D.Fu	Yo	Spi	Wis CF122	Ros	W2/41M	530	G	TD	168	105	30	48x3½	52x3½	C	B
3	779	4.3	475	66.1	170–1800	L	G	A	7-3	13½	FP	St	Zen	P	NE	NE	dp.BL	Yo	Spi	Wis CF122	Ros	O2/41A	530	G	TD	Opt	105	30	48x3½	52x3½	C	T
4	214	4.9	142	27.3	72–3200	L	C	A	4-2⅝	6⅜	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F30B-1	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	54x3	½	T
5	248	5.0	160	27.3	78–3200	L	C	A	7-2⅝	10 3/8	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F54B	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	54x3	½	T
6	360	4.4	240	40.8	90–2500	L	C	C	7-2⅝	11 11/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F56B	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½	T
7	360	4.4	240	40.8	90–2500	L	C	C	7-2⅝	11 11/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F-75AB	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½	T
8	428	4.6	308	45.9	118–2600	H	C	A	7-2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211	Ros	L4IHV	660	a	TD	Opt	Opt	34	40x2½	54x3	½	T
9	500	4.5	340	48.6	138–2500	H	C	A	7-2⅝	13 1/8	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F311	Ros	L4IHV	768	a	TD	Opt	Opt	34	46x3	54x3	½	T
10	282	5.4	185	33.8	84–3200	L	G	C	7-2⅝	10¼	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Wis F-30B8	Ros	L4IHV	286	G	TX	120	67¾	34	40x2½	48x2½	½	T
11	251	4.5	160	25.6	50–2000	L	G	C	3-2 7/16	8	PC	No	Zen	V	DR	DR	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2¼	52¾x2½	½	T
12	315	4.5	200	33.7	72–2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	DR	DR	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½	T
13	381	4.5	240	40.8	85–2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½	T
14	398	4.0	210	36.1	56–1350	T	G	C	3-2	12	PC	Pe	Str	G	DR	DR	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2¼	52¾x2¼	½	T
15	411	4.6	265	40.8	91–2300	L	G	C	7-3	13¼	PC	Wa	Zen	M	DR	DR	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½	T
16	411	4.6	265	40.8	91–2300	L	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½	T
17	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅜	PC	Wa	Zen	V	DR	DR	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½	T
18	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N	T
19	517	4.6	330	51.3	110–2300	L	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½	T
20	517	4.6	330	51.3	110–2300	L	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2¼	54¾x2½	½	T
21	411	4.6	265	40.8	91–2300	L	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	N	T
22	517	4.4	330	51.3	110–2300	L	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	dp.BL	Pe	Blo	Wis	Ros	B4IMV	666	G	T4	156	113	34	48x3½	52x4	½	T
23	677	4.4	460	60.	145–2000	L	G	H	4-3½	11⅝	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N	T
24	462	5.2	330	45.9	125–2500	F	G	H	7-3	13⅜	PC	Wa	Zen	P	DR	DR	O.ME	Pe	Blo	Own U	Ros	O4A	610	G	T4	107	80	34	42¾x2½	52¾x2½	N	T
25	462	5.2	330	45.9	125–2500	F	G	H	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Wis 1237	Ros	4A	610	G	T4	97¼	67¼	34	48x3½	52x3¼	N	T
26	282	5.4	176	33.8	73–2800	L	G	A	7-2⅝	10 11/16	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2½	54x2½	N	T
27	298	4.7	190	33.7	70–2600	L	G	A	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2½	54x2½	N	T
28	361	4.7	235	38.4	82–2400	L	G	A	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	108	73¼	34	39½x2½	54x3	N	T
29	428	4.5	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	120	72	34	44x3	50x4	N	T
30	478	4.4	315	51. 3	104–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Tim	Ros	L4IHV	918	G	CD	120	72	34	44x3	50x4	N	T
31	501	5.0	330	48.6	110–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	144	88	34	44x3	50x4	N	T
32	779	4.5	505	66.	163–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	W84A	...	G	CD	168	100	34	44x3	50x4	N	T
33	228	5.1	156	27.3	68–2800	L	G	C	7-2½	10 3/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	267	a	FX	88	52	34	42x2½	50x2½	½	T
34	282	5.3	193	33.7	84–2800	L	G	A	7-2½	10 3/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	281	a	FD	88	52	34	42x2½	50x2½	½	T
35	339	5.0	235	38.4	94–2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	342	a	FD	119	72	34	44x3	52x3	½	T
36	383	5.0	265	43.3	106–2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	384	a	FD	119	72	34	44x3	52x3	½	T
37	383	5.0	265	43.3	106–2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/41A	328	a	FD	119	72	34	44x3	52x3	½	T
38	428	4.4	280	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/41A	328	a	FD	109	72	34	44x3	52x3	½	T
39	478	4.4	320	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/41A	410	a	FD	109	72	34	44x3	52x3½	½	T
40	529	4.9	350	51.3	114–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws2/41A	380	a	FD	109	72	34	44x3	52x3½	½	T
41	707	4.5	460	60.0	148–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/41A	380	a	FD	121	84	34	44x3	52x3½	½	T
42	779	4.5	508	66. 2	164–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/41A	380	a	2FD	140	102	34	52x4	54x4	½	T
43	263	5.4	164	31.5	68–2800	L	G	C	7-2½	10 3/16	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi	Own JB	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½	T
44	282	5.3	176	33.7	73–2800	L	G	C	7-2½	10 3/16	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi	Own JC	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½	T
45	383	4.7	265	43.3	96–2200	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BB	Ch	Spi	Own WLD	Ros	B4IMV	592	G	TX	112¼	82	34	44x2½	50x3	½	T
46	360	4.7	245	40.3	90–2200	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BB	Ch	Spi	Own WLX	Ros	B4IMV	592	G	TX	112¼	82	34	44x2½	50x3	½	T
47	383	4.7	265	43.3	91–2200	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own B3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½	T
48	383	4.7	265	43.3	91–2200	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own B3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½	T
49	453	4.4	297	48.6	95–2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own C3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½	T
50	453	4.4	297	48.6	95–2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own C3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½	T
51	453	4.4	297	48.6	95–2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FC	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½	T
52	500	4.9	330	48.6	106–2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FB	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½	T
53	529	4.9	350	51.3	112–2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi	Own FD	Ros	B4IMV	666	G	TX	112¼	82	34	44x3	50x4	½	T
54	529	4.9	350	51.3	112–2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi	Own BG3	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½	T
55	677	4.5	440	60.0	142–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi	Own GD	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½	T
56	855	4.5	555	72.8	180–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½	T
57	381	4.5	240	40.0	85–2200	L	G	C	7-2⅝	12⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½	T
58	462	4.5	300	46.0	100–2000	L	G	C	7-3	13⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	114	84	36	52x4	52x4	½	T
59	517	4.5	330	51.0	110–2000	A	C	C	7-3	13⅜	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½	T
60	677	4.5	440	60.0	150–2000	L	G	C	7-3½	10⅝	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½	T
61	677	4.5	440	60.0	150–2000	L	G	C	7-3½	10⅝	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½	T
62	360	4.5	240	40. 8	90–2500	H	G	C	N 7-2⅝	13	CC	KP	Zen	M	AL	AL	P. LI	GO	Spi	Shu 15692B12	Ros	L6IHV	708	G	CD	210	125	34¼	40x2½	52x4	N	B
63	360	4.4	240	40.8	90–2500	L	C	C	7-2⅝	11 11/16	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	L6IH	459	a	TD	Opt	Opt	34	40x2½	46x3	N	B
64	420	5.2	300	44.4	130–2800	H	C	A	5-2⅜	12¾	FP	Ly	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	46x3	½	T
65	381	4.6	276	40.0	106–2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 35000tw	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½	T
66	428	4.6	276	45.9	118–2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56½x4	N	B
67	500	4.5	340	48.6	138–2500	H	C	A	7-2¾	13 1/16	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½	T
68	428	4.6	276	45.9	118–2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½	T
69	707	4.5	460	60.0	150–2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½	T
70	611	4.5	384	54.1	127–2300	L	G	A	7-3	13 11/16	FP	No	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½	T
71	779	4.5	508	66.2	164–2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½	T
72	263	4.4	164	31.5	68–2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L6IH	422	a	XF	180	111½	33½	40x2¼	46x3	½	T
73	529	4.4	350	51.3	114–2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L6IH	842	a	DF	248	149	33	46x3	64x4	½	T
74	529	4.4	350	51.3	114–2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	246	149	33	46x3	64x5	½	T
75	529	4.4	350	51.3	114–2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	246	149	33	45x3	64x5	½	T
76	309	4.7	198	21.0	96–3000	L	G	S	7-2¾	11¼	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O6IHV	485	a	CD	218 7/8	114 11/16	34⅜	42x3	56¼x4	N	T
77	255	5.3	182	27.3	90–3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IHV	557	G	TX	168	115½	34	37x2½	56x4	N	T
78	358	5.2	254	38.4	110–2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	643	G	FD	168	115½	34	41x2½	56x4	N	T
79	462	5.2	324	46.0	125–2600	F	G	A	7-3	13⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114⅝	33½	41x3	46x3½	N	T
80	462	5.2	324	46.0	125–2600	F	G	A	7-3	13⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114⅝	33½	41x3	46x3½	N	T
81	677	4.4	440	60.	125–1800	L	G	A	4-3½	11⅝	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144⅛	33½	42½x3	49½x4	N	T
82	677	4.4	440	60.0	125–1800	L	G	A	4-3½	11⅝	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144⅛	33½	42½x3	46x3½	N	T
83	263	5.4	164	31.5	67–2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	½	T
84	263	5.4	164	31. 5	67–2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	½	T
85	381	4.8	240	40.8	85–2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Wis 131F	Ros	B61MV	504	G	T4	220	145	34	48x3½	40x5	N	T
86	677	5.2	460	60.0	125–2000	L	G	H	4-3½	11⅝	PC	Wa	Zen	M	DR	DR	D.BL	Pe	Blo	Own M	Ros	B6IA	864	G	4I	180	137	36	42¾x2½	44x3	N	T
87	517	4.5	330	51.3	110–2400	L	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N	T
88	255	4.6	182	27.3	90–3200	F	G	C	4-2⅝	6 11/16	FP	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40½x3½	31x3	N	T
89	358	4.6	254	38.4	110–2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 35000H	Ros	L4IHV	504	G	TD	Opt	Opt	34	40½x3½	35½x4	N	T
90	358	4.6	254	38. 4	110–2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	43x3½	35½x4	N	T
91	462	4.6	324	45.9	125–2600	F	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TD	Opt	Opt	34	43x3½	35½x4	N	T
92	462	4.6	324	45.9	125–2600	F	G	C	7-3	13⅜	PC	Wa	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 715	Ros	L4rIH	720	G	TD	139	88¼	38	41½x3	53x4	N	T
93	677	4.6	440	60.0	126–1850	L	G	C	4-3½	10 7/16	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	788	G	TD	139	88¼	38	41½x3	53x4	N	T
94	525	4.7	336	48.6	111–2200	L	G	H	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 1679	Ros	Ws6IA	806	G	TD	139	88¼	38½	41½x3	53x4	N	T
95	638	4.3	410	54.1	126–1850	L	G	B	C 4-3	10 7/16	FP	Pe	Zen	M	AL	DR	dp.BL	Yo	Blo	Shu 1679	Ros	Ws6IA	559	G	TX	140	83	34	37x2¼	52x4	N	T
96	282	5.3	186	33.7	73–2800	L	G	A	7-2½	10 11/16	PC	No	Str	M	AL	AL	P. BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N	T
97	282	5.3	186	33.7	73–2800	L	G	A	7-2½	10 11/16	PC	No	Str	M	AL	AL	P. BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N	T
98	339	4.7	210	38.4	76–2400	L	G	A	7-2⅝	13¼	PC	Op	Str	M	AL	AL	P. BL	Yo	Spi	Shu 5572	Ros	L4IHV	559	G	CD	168	101	34½	39½x2½	52x4	N	T
99	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34½	40x2½	52x4	N	T
100	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34½	40x2½	52x4	N	T
101	501	5.0	330	48.6	110–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	39½x2½	54x3	N	T
102	529	4.4	350	51.3	115–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	44x3	52x4	N	T
103	779	4.5	505	66.2	163–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	W84A	...	G	CD	144	88	34	44x3	52x4	N	T
104	855	4.5	555	72.8	180–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	144	88	34	44x3	42x4	N	T
105	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N	T
106	361	4.4	235	40.8	83–2400	L	G	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	536	a	FD	168	102	31½	38x2½	52x4	N	T
107	393	4.9	260	42.1	103–2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	654	a	FD	168	102	31½	38x2½	52x4	N	T
108	415	14.3	264	38.4	93–2000	H	G	A	7-3	11½	FP	Pe	No	B	No	LN	P.BL	Pe	Spi	Tim35120TW	Ros	Ws6IA	781	a	FD	192	120	31½	42x3	52x4	N	T
109	453	4.7	330	48.6	98–2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½	T
110	501	4.9	330	8.6	110–2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P. BL	Pe	Spi	Tim 36020N

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL See Keynote: Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. Stripped‡	TIRE SIZE: Front	Rear	MAJOR UNITS: ENGINE: Make and Model	No. of Cylinders Bore and Stroke	TRANSMISSION: Make and Model	Location and Forward Speeds	Aux. Location and Speeds	REAR AXLE: Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS: In High	In Low	FRAME: Side Rail Dimensions	Type
1	Le Moon (9) 701	4R	5–6	4475	187	199	.....	8500	B8.25/20	DB8.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	T' 63703-97H	WF	R	6.20	43.8	7x4x¼	B
2	.....(9) 801	4R	6–7	5100	187	199	.....	9720	B9.00/20	DB9.00/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 65703-97H	WF	H	6.75	47.7	7x4x¼	B
3	802	4R	6–7	5350	187	199	.....	9800	B9.00/20	DB9.00/20	Wau 6SRL	6–4⅜x5½	Fu VUOG	U 5	No	T65703-97tW	WF	H	6.75	47.1	7x4x¼	B
4	900	4R	7–8	6775	191	203	.....	12000	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x¼	B
5	1000	4R	8–10	7950	196	208	.....	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	TimSW310W	WF	H	9.25	128.	9x4x¼	B
6	1200	4R	10–12	8500	196	208	.....	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x¼	B
7	.....1200D	4R	10–12	9750	196	208	.....	14000	B9.75/24	DB9.75/24	Cum.Die.H6	6–4⅛x6	BL 735	U 5	No	TimSW410W	WF	H	7.6	47.6	9x4x¼	B
8	Mack.....BX	4R	8–15	7950	178	207	.....	12100	B8.25/22	DB8.25/22	Own CF	6–4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9¼x3⅛x¼	C
9	.....BQ	4R	8–15	9350	224	248	.....	14500	B9.75/22	DB9.75/22	Own BQ	6–4⅜x5¾	Own AC	A 4	No	Own BX6	2F	A	6.54	41.9	10¼x3¼	C
10	.....AC	4R	8–15	8500	217	257	.....	14500	P40x8	DP40x8	Own BQ	6–4⅜x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8⅝x3x	C
11	.....AK	4R	8–15	9000	217	257	.....	15900	B9 75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x	C
12	.....AP	4R	8–15	10500	217	257	.....	14900	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8x3x	C
13	.....AP	4R	8–15	11000	217	257	.....	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8⅝x3x	C
14	Mar.-Her.TH310A-6	10		10000	193	229	.....	14070	B9.75/22	DB9.75/22	Her RXC	6–4⅝x5¼	Fu 5-A-530	U 5	A 2	Own-Wis	2F	R	9.11	163.	8⅛x3x	P
15	..(13)TH 315	6	12–13	12500	198	234	.....	15420	B9.75/22	DB9.75/22	Her HXB	6–5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8⅛x3x	P
16	..(13)TH 320	6	15–18	14500	225	255	.....	18450	B10.50/24	DB10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188	10x3x⅜	P
17	More-..ED25M	4R	7	4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4	BL 334	U 4	No	Tim 65000	W	R	7.50	46.0	9⅛x3½x⅛	T
18	land. HD34M	4R	10	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 524	U 4	No	Tim 65720	W	R	8.50	62.0	9½x3⅛x⅛	T
19	.....TD34	4R	10	7607	221	Op	34000	13250	B9.75/20	DB9.75/20	Wau RR	6–5x5¾	BL 724	U 4	No	Tim 68720W	W	R	8.75	62.0	11x3⅛x⅛	T
20	SterlingFBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.5	10x3¼x¼	L
21	.....FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	2F	R	9.0	52.7	10x3¼x¼	L
22	.....FDS180	4R	8–10	8605	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6–4½x5¾	Ow UC8	U 4	A 3	Tim 310	2F	R	9.1	113.	15x3¼x¼	L
23	.....FDS200	4R	10–12	9130	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R	9.1	113.	15x3¼x¼	L
24	•.....FCS210	4R	15–18	10175	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	L
25	.....FDT200	2R	12–12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6–4¾x5½	Own UC	U 4	Op	Own	2F	R	8.85	58.8	12x3¼x¼	L
26	.....FDT250	2R	16–16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	2F	R	8.85	55.5	15x3¼x¼	L
27	.....FCT180	2R	10–10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6–4¾x5½	Own UC	U 4	Op	Own	CD	R	8.2	54.5	12x3¼x¼	L
28	.....FCT200	2R	12–12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6–4¾x5½	Own UC	U 4	Op	Own	CD	R	9.3	61.8	12x3¼x¼	L
29	Ward 440TC		15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6–4⅛x6	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
30	LaFr. 440TR		15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
31	340TM		7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6–4½x4¾	BL 5352	U 5	No	Tim SBT251H	SF	T	Opt	Opt	12x3¼x¼	T
32	.....400T5		12	7100	203	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6–4⅝x5½	BL 5352	U 5	No	Tim SWT320tw	WF	R	8.5	65.5	14x3¼x¼	T
33	Wht. 630SW251	4R	5–6	(12a)	193	205	.....	10000	B8.25/20	DB8.25/20	Own 7A	6–4¼x5¼	Own 4B	U 4	No	Tim SW251	WF	R	6.75	44.2	8⅛x3x⅛x⅛	C
34	...642SW320	4R	7–9	(12a)	198	210	.....	12670	B9.00/20	DB9.00/20	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	TimSW310W	WF	R	8.5	55.6	8⅛x3x⅛x⅛	C
35	...643SW420	4R	9–11	(12a)	198	215	.....	14400	P40x8	DP40x8	Own 5A	6–4½x5¾	Own 10B	U 5	No	TimSW410W	WF	R	10.2	69.1	8⅛x3x⅛x⅛	C

‡—Denotes new model or change in specifications.

Proposed Truck Retailing Code

(CONTINUED FROM PAGE 17)

gether with their average new cost, and "depreciation on the equipment shall then be figured in exactly the same manner, using the same chart, as is chassis depreciation, using as a basis from which to start the average list price shown in the Guide Book."

In case the useful equipment on the truck chassis is not exactly described in the Guide, "it shall be allotted the same list price as that general type which it does most nearly parallel and which is described."

EQUIPMENT which is not listed in the Guide "shall not be considered as lending extra value to the unit unless it may be dismantled from the unit, and in that case its allowance value shall be the quick convertible cash value of same, this to be determined by the Local Executive Committee."

"DEPRECIATION shall be computed from date of first retail purchase of the chassis and/or useful equipment. If the owner is unable or unwilling to supply evidence of such date of first purchase the dealer shall, by checking serial and/or engine numbers, determine the starting point of production of that model chassis and shall use that date in computing depreciation."

Equipment Prices

AT the group meetings the following items of special equipment were discussed thoroughly and the suggested new list prices shown below were arrived at only after a considerable amount of discussion, and in every case were reviewed after being first set:

CABS—Valution of $100 would be used where chassis list price was under $1000, and $175 if chassis list was over $1000. All sleeper cabs will carry suggested list price of $350.

COMMERCIAL CARS—Body equipment on light commercial (½ to ¾-ton) models, usually sold complete by the factory, will be shown with original factory list price.

PANELS—(Integral, 1½-ton and up). These prices cover panels integral with the cab and apply only to panel bodies 62 in. or less in height:

8 ft.—$250	10 ft.—$325
9 ft.— 275	11 ft.— 425
12 ft.—$500	

PANELS—(2-unit, Enclosed). These prices apply to panels which are not integral with the cab, and in those cases where a 2-unit job is offered for trade these prices will apply to the body only and to them must be added cab prices as shown above:

8 ft.—$250	14 ft.—$ 650
9 ft.— 300	16 ft.— 1050
10 ft.— 350	18 ft.— 1450
11 ft.— 400	20 ft.— 1850
12 ft.— 450	21 ft.— 2050
13 ft.— 550	22 ft.— 2250

EXPRESS—Suggested list prices for this type of body are as follows:

7 ft.—$ 75	12 ft.—$175
8 ft.— 85	13 ft.— 200
9 ft.— 100	14 ft.— 225
10 ft.— 125	15 ft.— 250
11 ft.— 150	16 ft.— 275

CANOPY—(Fixed top, and/or screened sides). Same prices as suggested for integral panel.

STAKE or PLATFORM—It was concluded a breakdown should be made according to the original chassis price, because there is a great deal of difference between the platform put on the average light-duty truck and that put on the average heavy-duty truck. Following are the final recommended list prices:

For Chassis List Under $1000

7 ft.—$ 80	11 ft.—$110
8 ft.— 80	12 ft.— 120
9 ft.— 90	13 ft.— 140
10 ft.— 100	14 ft.— 200

For Chassis List Over $1000

7 ft.—$ 80	15 ft.— 250
8 ft.— 80	16 ft.— 275
9 ft.— 90	17 ft.— 350
10 ft.— 100	18 ft.— 425
11 ft.— 110	19 ft.— 500
12 ft.— 180	20 ft.— 575
13 ft.— 200	21 ft.— 650
14 ft.— 225	22 ft.— 725

The slightly higher cost of stakes was acknowledged, but for the sake of ease and simplicity no change was made in prices.

HIGH RACK—Add $40 to stake prices.

GRAIN BODIES—Add $15 to stake prices.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	MAIN BEARINGS: Piston Material	Number and Diameter	Length	Oiling System Type	Governor Make	SYST. FUEL: Carburetors Make	Fuel Feed	ELECTRICAL: Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	Lining Area	Drum Material	Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	Rear	Auxiliary Type
1	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
2	420	5.2	300	44.4	130–2800	L	G	C	5–2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
3	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅛	PC	Wa	Str	M	My	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
4	462	4.5	300	45.9	98–2000	L	G	A	7–3	13⅛	PC	Wa	Str	M	My	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
5	549	4.5	332	48.6	100–2000	L	G	A	4–3½	11⅝	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
6	677	4.6	460	60.0	127–2000	L	G	A	4–3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
7	672	17.1	420	57.0	125–1800	H	G	C	7–3¼	16½	FP	Ow	No	P	No	LN	dp BL	Ch	Spi	Tim 27045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
8	468	5.2	310	43.4	117–2400	L	G	C	7–3	12	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O6IA	974	a	FX	192	109	33¼	54¼x3	48x3½	N
9	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BQ	Ros	O6IA	902	a	FX	192	111	33¼	50x3½	48x3½	N
10	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AG	Ros	O6IA	930	a	FX	180	109	37⅛	48x3½	52x4	½
11	611	5.7	398	54.2	128–2300	L	G	C	4–3½	10	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	½
12	706	4.4	427	60.0	138–1900	L	G	C	4–3	11	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	930	a	FX	180	109	38½	48x3½	52x4	½
13	706	4.4	427	60.0	138–1900	L	G	C	4–3	11	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	½
14	529	4.9	350	51.3	114–2200	L	G	A	7–3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	FD	152	102	34	44x3	46x4	½
15	707	4.5	460	60.0	148–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	FD	174	102	34	44x3	46x4	½
16	779	4.5	508	66.2	164–2000	L	G	A	7–3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	2FD	223	127	34	52x4	46x4	½
17	383	4.4	262	43.3	92–2400	L	G	C	7–2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	661	a	TD	192	101	34	41½x2½	43½x3½	½
18	501	4.9	330	48.6	110–2200	L	G	C	7–3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898	a	TD	216	113	34	42x3	43½x4	½
19	677	4.4	440	60.	125–1800	L	G	A	4–3½	11⅝	CC	Wa	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27050W	Ros	W6IA	960	a	TD	Opt	Opt	38	44x3	48x3½	½
20	358	5.0	254	38.5	110–2800	F	G	A	7–2¼	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
21	358	5.0	254	38.5	110–2800	F	G	A	7–2¼	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
22	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N
23	677	4.4	440	60.0	125–2000	L	G	C	4–3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N
24	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CD	Opt	Opt	34	48x3	60x3½	N
25	462	5.5	324	45.9	125–2400	F	G	A	7–3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	No	Spi	Tim 26450N	Ros	O4IA	792	a	CX	192	94	34	48x3	(10)	N
26	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4IA	792	a	CX	192	93	34	48x3	(10)	N
27	462	4.5	300	45.9	102–2400	L	G	C	7–3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	a	JX	192	94	34	48x3	(10)	N
28	462	5.5	324	45.9	125–2400	F	G	A	7–3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	a	JX	192	94	34	48x3	(10)	N
29	672	17.0	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
30	677	5.5	465	60.0	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	V	DR	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
31	381	4.6	242	40.8	85–2500	L	G	C	7–2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L6IHV	651	a	TD	192	115	34	42x3	52x4	N
32	462	4.6	324	45.9	125–2600	F	G	A	7–3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim26450TW	Ros	Ws6IA	902	a	TD	192	116¼	34	42x3	46x4	N
33	434	4.9	275	42.0	105–2100	H	C	S	7–2¼	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	L4r1HV	697	a	CI	194⅞	109⅞	34	42x3	51½x4	N
34	580	4.6	385	51.3	130–2050	H	C	S	7–3	15	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34	42x3	42x4	N
35	580	4.6	385	51.3	130–2050	H	C	S	7–3	15	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34	42x3	42x4	N

STOCK BODIES—Same as high rack.

SIX-WHEEL UNITS—On truck chassis where original price was under $1000, suggested list price for six-wheel units was set up at $800 for a live axle unit, and $500 for dead axle unit; chassis price of $1000 to $2500, live axle $1200, and dead axle $1000; chassis price over $2500, live axle $1700, dead axle $1500.

DUMP BODIES and TRAILERS—Recommended that NADA investigate through contacts with dump body and trailer manufacturers and decide for themselves fair list prices, giving due consideration to light and heavy-duty units of all sizes.

Fleet Provisions

Marketing rules in the present proposed code contain the following provision regarding Fleet Sales:

"The sale of trucks to fleet users at prices below the regular retail price to individual users is recognized as sound as long as discounts thus allowed are reasonable, and are granted only to bonafide fleet purchasers."

A bonafide fleet purchaser is defined to include: "(1) One who purchases five or more trucks during any current

(Turn to Page 50, Please)

New Truck Registrations by Makes by Months

	Autocar	Brockway	Chevrolet	Diamond T	Dodge	Federal	Ford	G. M. C.	International	Mack	Reo	Sterling	Stewart	Studebaker	White Indiana	Miscellaneous	Total
January....1934	79	91	8,917	406	2,581	120	6,650	555	2,284	161	289	9	61	98	284	318	22,903
January....1933	47	39	4,884	205	360	52	3,734	344	983	79	137	12	29	134	287	383	11,709
February....1934	58	81	10,718	420	2,723	121	6,459	453	2,150	144	339	14	60	109	357	270	24,476
February....1933	41	42	4,645	174	348	58	2,185	271	1,126	62	151	8	31	152	180	233	9,707
March....1934	64	117	15,112	501	4,154	170	8,642	717	2,841	145	461	10	67	126	452	315	33,894
March....1933	45	51	4,749	202	489	54	2,037	318	1,201	55	132	5	32	101	174	289	9,934
April....1934	88	104	15,050	534	4,367	178	13,167	839	2,729	206	527	4	90	123	558	318	38,882
April....1933	76	97	7,299	362	870	103	4,556	644	2,021	137	216	12	40	180	201	487	17,301
May....1934	146	117	14,148	508	4,441	186	14,390	1,031	2,849	212	578	10	103	193	544	375	39,831
May....1933	106	88	8,649	375	1,332	138	5,665	647	2,463	152	290	7	70	205	218	520	20,925
June....1934	95	108	12,981	481	3,729	196	12,205	884	2,435	154	504	9	67	133	447	350	34,778
June....1933	113	66	10,191	363	1,936	99	6,080	583	2,482	149	278	7	65	184	219	439	23,254
July....1934	99	147	14,704	457	4,224	182	12,492	951	2,548	202	416	17	67	156	396	432	37,490
July....1933	137	107	14,613	440	2,582	171	7,058	757	3,007	217	381	18	74	198	303	579	30,642
Seven Months....1934	629	765	91,630	3,307	26,219	1,153	73,995	5,430	17,863	1,224	3,114	73	515	938	3,038	2,378	232,244
Seven Months....1933	565	490	55,030	2,121	7,917	675	31,315	3,564	13,283	851	1,585	69	341	1,154	1,582	2,930	123,472
Seven Months....% Gain	11	56	66	55	231	71	136	52	35	44	96	6	51	—19	92	—19	88

— = decrease

NEWS

(CONTINUED FROM PAGE 36)

Trucking Code Authority Asks Exemption from Discount Rule

The National Code Authority for the trucking industry has applied to the NRA for a modification of Executive Order 6767 which allows a 15 per cent discount to Federal agencies on all government contracts. It was pointed out that the application of such a discount would bring the rates below the cost of the service performed.

Protests filed against the order with the Code Authority have come chiefly from dump truck operators claiming it is impossible to continue on government projects because of the discount. Modification was requested by insertion of the following paragraph:

"Except where the code provides that members of an industry shall not furnish services below the cost of the service to be performed under cost formula and rules and regulations approved by the administrator, in which event such tolerance shall not apply on bids which are less than the cost of the service to be performed."

Tinker with Warner

Herbert W. Tinker has been appointed general manager of the Warner Electric Brake Corp., Beloit, Wis.

Cummins Corp. in New York

Cummins Diesel Engine Corp. of New York has been incorporated and has opened offices at 51 E. 42nd Street, New York City, for the purpose of promoting sales of Cummins Engine Co. products in the Northeastern states.

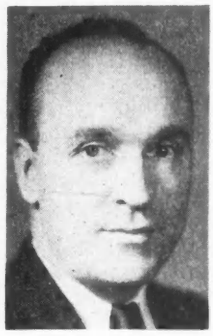
Johnson Joins Rotary

Rotary Electric Steel Co., Detroit, has appointed J. W. Johnson as sales representative in that area.

Contest Kentucky Truck Law

Constitutionality of the 1934 truck regulatory law, exempting trucks engaged in hauling livestock, farm and dairy products in Kentucky, were challenged recently in a suit filed in Franklin Circuit Court on behalf of several truck operators.

Attorney for the operators claimed that his clients operated by virtue of a clause of the 1932 law which exempted operators of trucks weighing less than 5,500 pounds from its provisions. The 1934 law attempted to repeal this clause, and to bring all trucks under the law with the exception of trucks engaged in hauling livestock, farm and dairy products.



Geo. E. Jenkins, who has been appointed district manager for the Marmon-Herrington Co., Inc., in the states of Texas and Oklahoma. He was formerly affiliated with the Four Wheel Drive Auto Co.

Earle with Aluminum

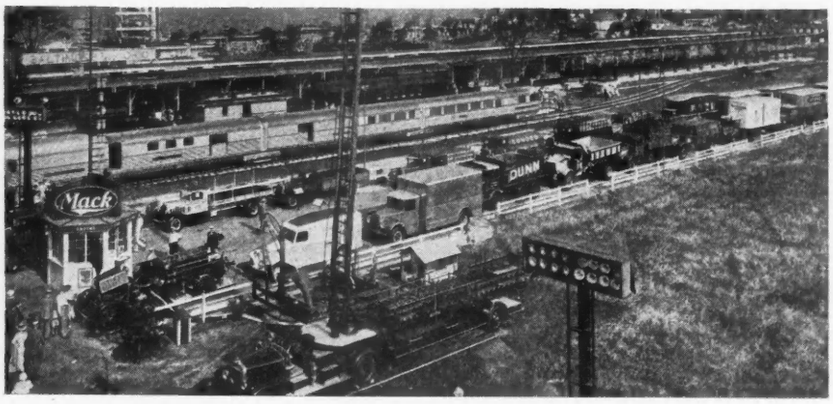
Ernest A. Earle has been appointed sales representative in Pennsylvania, New York and the New England states for the industrial division of Aluminum Industries, Inc., Cincinnati.

A. D. Chandler

A. D. Chandler, sales engineer for Aluminum Industries, Inc., Cincinnati, died at the home of his father, in Kennett Square, Pa., early this month following a lengthy illness.

Isaac Brown

Isaac Brown, vice president of Kenworth Motor Truck Corp., Seattle, and identified with business interests in that city for the past 46 years, died at his home.



View of "Mack Highway" at the Century of Progress Exposition where 22 Mack vehicles comprising four and six-wheeled trucks, tractors, trailers, buses and fire apparatus are on display. The 85 ft. aerial hook and ladder truck performs mock rescues to thrill the crowds

Proposed Truck Retailing Code

(CONTINUED FROM PAGE 49)

and consecutive 12 months' period, for use in his own or his company's business. OR (2) One who establishes the fact that his total purchases of motor vehicles for use in his own or his company's business in any consecutive 12 months' period has reached a volume of not less than $15,000 exclusive of transportation, delivery and handling charges, tax on price of equipment, bodies and accessories not included in factory specifications."

"ON those vehicles delivered to fleet purchasers the manufacturer may bill such vehicles to the dealer at 3 per cent less than the regular dealers' discount. If the delivery is made from the dealer's stock, the factory may charge its billing price to the dealer to conform to the above provision. Initial payment of discount shall be made through the manufacturer."

"EACH manufacturer of commercial vehicles who wishes to increase the amount of discount stipulated above, must file with the Truck Sub-Division Code Authority his schedule of discounts which he proposes to allow in addition to the 3 per cent, and upon the filing of such schedule it must be approved by a majority vote of not less than three-fourths of the members of the Truck Sub-Division Code Authority." The schedule must be approved by the Administrator.

MEMBERS of the industry who have long-term contracts entered into since July 1, 1933, for the sale of new equipment for delivery in 1934, shall file with the Code Authority copies of such contracts. All contracts which are cancellable shall be cancelled immediately. A replacement parts stipulation reads as follows:

"SO long as the maker of any trade-marked truck (or his succcessor in business) continues to make and supply repair parts therefor, it shall be an unfair method of competition for any other person to make and supply repair parts for such truck unless (a) the name of the maker of such repair parts for such truck is plainly marked on such part (or if this be impractical, then on the package or tag); and unless (b) said parts are otherwise marked, packaged and sold without imitating labels and in such manner as to show clearly to the ultimate user that they are not made by the maker of the original truck."

New Products on Parade

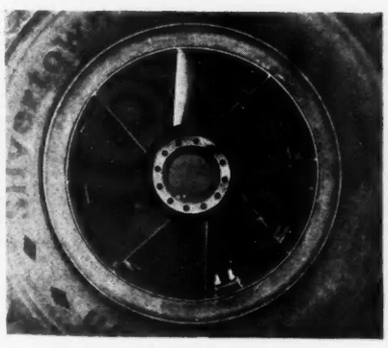
Descriptions of the Latest Items Put on the Truck Market by Equipment and Specialty Manufacturers

Rogers Cooling Fan

Rogers Brothers Corp., Albion, Pa., and the B. F. Goodrich Co., Akron, O., recently tested the performance of a new type of cooling fan on which Rogers are taking out patents. With this fan mounted in a properly vented dual wheel assembly, it was believed that sufficient air could be circulated through the wheels to appreciably lower brake drum and rim temperature and hence prolong both tire and brake life.

The Rogers fan used in the tests lowered rim temperature 50% or more than the plain duals could dissipate the same heat under identical conditions. Translated into service performance on the basis of 50% more rapid heat dissipation, a wheel equipped with the Rogers fan would experience less temperature rise than the uncooled wheel during brake applications and, in motion, would cool to normal temperatures 33% more quickly than the latter.

The wheels used in the tests were of modified disc type with holes cut in the disc so as to form eight narrow spokes. Budd 20x8 Type "BO" rims were welded to the modified disc wheels and 9.00-20 tires were mounted on them. In all of the tests the space between the two rims was completely closed by a cylindrical steel band that prevented any escape of air between the tires. A heavy collar replacing the usual cooling fins on the brake drum maintained an approximately constant ¾



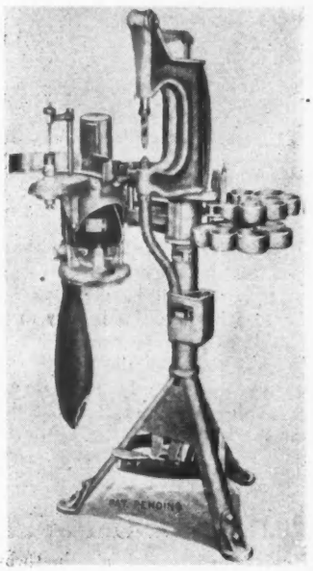
Rogers cooling fan installation

in. air passage between the wheel and the drum.

Two types of fans were tested; one with eight straight blades of 45° axial pitch, and the other with eight straight blades of about 10° axial pitch.

S-T Brake Machine

The Shepard-Thomason Co., Los Angeles, new model 80 brake lining and brake shoe grinding machine is a heavy duty job, particularly adapted for heavy duty work. The Thomason multi-power compounding unit is built into the base of this machine. By this means of compounding, it is possible with ease to crush 5/16 in. solid copper rivets. By reversing the tooling when necessary, the machine accommodates all types and styles of internal or external brake bands and shoes. The anvil holders are adjustable.



Brake lining and shoe grinding unit

This method of brake shoe grinding permits the brake shoe to be passed over the grinding wheel by hand and the lining is ground while the shoe is in its natural shape, thereby avoiding difficulties, misfits and distortion. Perfect fit is thus assured.

Sleetex Shield Wiper

A new windshield wiper blade designed for winter driving is being produced by the Sleetex Company, Inc., 404 Fourth Avenue, N. Y. This blade fits your present windshield wiper. The cushion of the Sleetex blade is filled with an ice dissolving substance which gives a constant defrosting action. The retail price is $.40.

Hall Valve Seat Inserters

The Hall Mfg. Co., Toledo, has designed two valve seat inserter models. Models M and N are identical in design and operation except that the former is power driven through its own self-contained electric motor, while the latter model is for hand operation with a ratchet.

Either model will counterbore the block for either standard or the .010 in. and .020 in. oversize seats available through all jobbers.

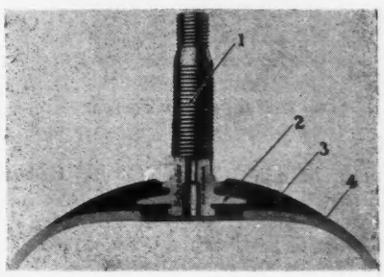
After the seat is inserted in the block, the inserter spins the metal around the seat to make a permanent installation without screws, heating, or cooling, and without danger of fracturing the block metal.

A ball joint with a 30 degree range of angle permits servicing any angle seat. A crescent shaped base minimizes interference with studs. Expansion cutters, which can be set with ordinary "mikes," take the place of from twenty to thirty fixed type cutters. Three of these cutter heads cover a range of 1⅛ to 3 3/32 in.

Schrader Tire Valve

A new type of tire valve with a large rubber base moulded to the metal stem is being marketed by A. Schrader's Son, Inc., Brooklyn, N. Y. This rubber base is cured to the inner tube, thus eliminating all joints around the valve base.

The new method of curing the valve to the tube rubber avoids clamping it in place with nuts and washers. The rubber base is securely attached and has the firm support of an inlaid reinforcement of metal, which is part of the valve stem.



Schrader valve stem

The valve will readily pull back into the tire in case of a flat, if rim nut is not used. It fits any rim hole and can be used on any standard type tube. A few valves replace the entire line of straight and convertible valves for passenger cars and trucks.

. . . . New Products on Parade . . . .

KBF Chain Drive

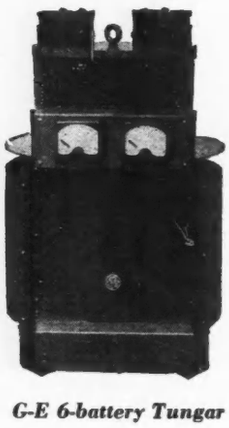
The KBF chain drive extension made by the Kay Brunner Co., P. O. Box 235. Los Angeles, is a complete outfit to lengthen a truck and increase its carrying capacity up to 22,000 lb. The equipment consists of an I beam axle, air operated brakes, drive chains, chassis side members, radius rods, sprockets, springs and wheels and rims. The standard rear axle is used in the installation, but in place of the rear wheels are mounted sprockets. Chains transmit the power from the standard axle to the wheels on the KBF axle.

The I beam has a rated capacity of 20,000 lb. The wheels run on Timken Bearings. The brake is 17¼ in. in diameter with a lining width of 6 in. The Searle Air Cambers operate the brake. Tensile strength of the chains is rated at 40,000 lb. The radius rods rotate around the sprocket centers so there is no tightening or loosening of chains. Rods are adjustable to compensate for chain wear. All working joints have pressure fittings for lubrication. Brake torque is not absorbed by radius rods.

A number of sprocket ratios are available. The springs are 5 in. wide and 62 in. long. They are rated at 22,000 lb. Brake drums are of the fin type.

G-E Battery Chargers

Two new battery chargers with racks, one a 3-battery and the other a 6-battery Tungar, for small and medium sized sta-



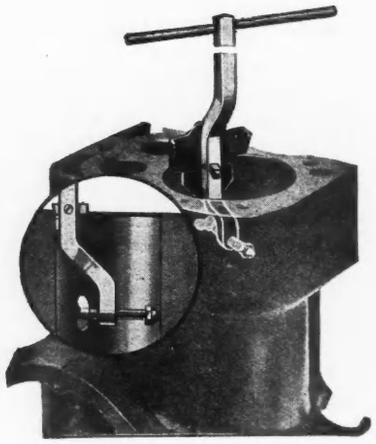
G-E 6-battery Tungar

tions, have been announced by General Electric's merchandise department.

Both chargers, identical except for the number of batteries that each will charge, require but two sq. ft. of floor space. Each has a welded steel frame that is strong and rigid, two steel shelves equipped with flexible acid-proof rubber trays, a heavily built, trouble-free transformer, an ammeter for registering the rate of charge, and an "on" and "off" switch incorporated with the current-control-dial switch. A 10-ampere fuse protects the Tungar bulb and the batteries. All connections are furnished.

Thomas Ridge Reamer

The National Machine & Tool Co., Jackson, Mich., have just announced their new Thomas adjustable ridge reamer N.



Ridge reamer for engines of 2⅝ to 5 in. bore

T435 for removing the ridge on the cylinder wall at the upper end of the piston ring travel. It will handle motors from 2⅝ in. to 5 in. bore. It is easy to adjust from small to large pistons.

The total weight of the tool is 1½ lbs. When adjusted properly, it is impossible to cut too deeply. A 1½ in. up and down adjustment is provided.

A.T.B. Throw-Out Bearing

A new type special clutch throw-out bearing for use in all types of 1932, 1933 and 1934 Chevrolet vehicles requiring frequent clutchings is being placed in production for the Automotive Thrust Bearings Corp. by the Montpelier Manufacturing Co.

It embodies a newly patented Aetna ball thrust bearing, which is initially lubricated and sealed at the factory, requiring no further lubrication during its use. The assembly has been designed solely for the

Clutch bearing for Chevrolets

Chevrolet clutch and has been given exhaustive tests under actual driving conditions.

A Handy Oilfilter

The Handy Self-Kleen oilfilter is a permanently efficient installation, built to last as long as the motor. Its simple self-cleaning operation can be manual or absolutely automatic.

The unit removes the dirt in the initial oil bath, before it reaches the metal condenser element at the carburetor mouth. The latter therefore remains always clean and open.

Handy Distributing Organization, Detroit, is handling the device.

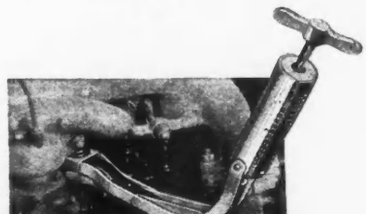
Buell Air Horns

High pressure air horns by the Buell Mfg. Co., 2975 Cottage Grove Avenue, Chicago, are high pressure horns operating from a reserve tank or the air brake assembly. The horn sounding units have only one moving part, a floating flat strip of non-corrosive metal requiring no adjustment.

The pressure is built up by a Buell air compressor driven from the fan assembly of the motor on trucks not air brake equipped. The horns come in seven designs and possess a wide range of signal sounds.

Sunnen Spring Tester

The Sunnen spring tester shows the exact spring pressure in pounds in the place where the spring is working, so there is no danger of making a mistake.



Clutch and valve spring tester

Because the tester is inserted under the spring and retainer and pressure applied to them, there is no possibility of dropping locks while testing a spring.

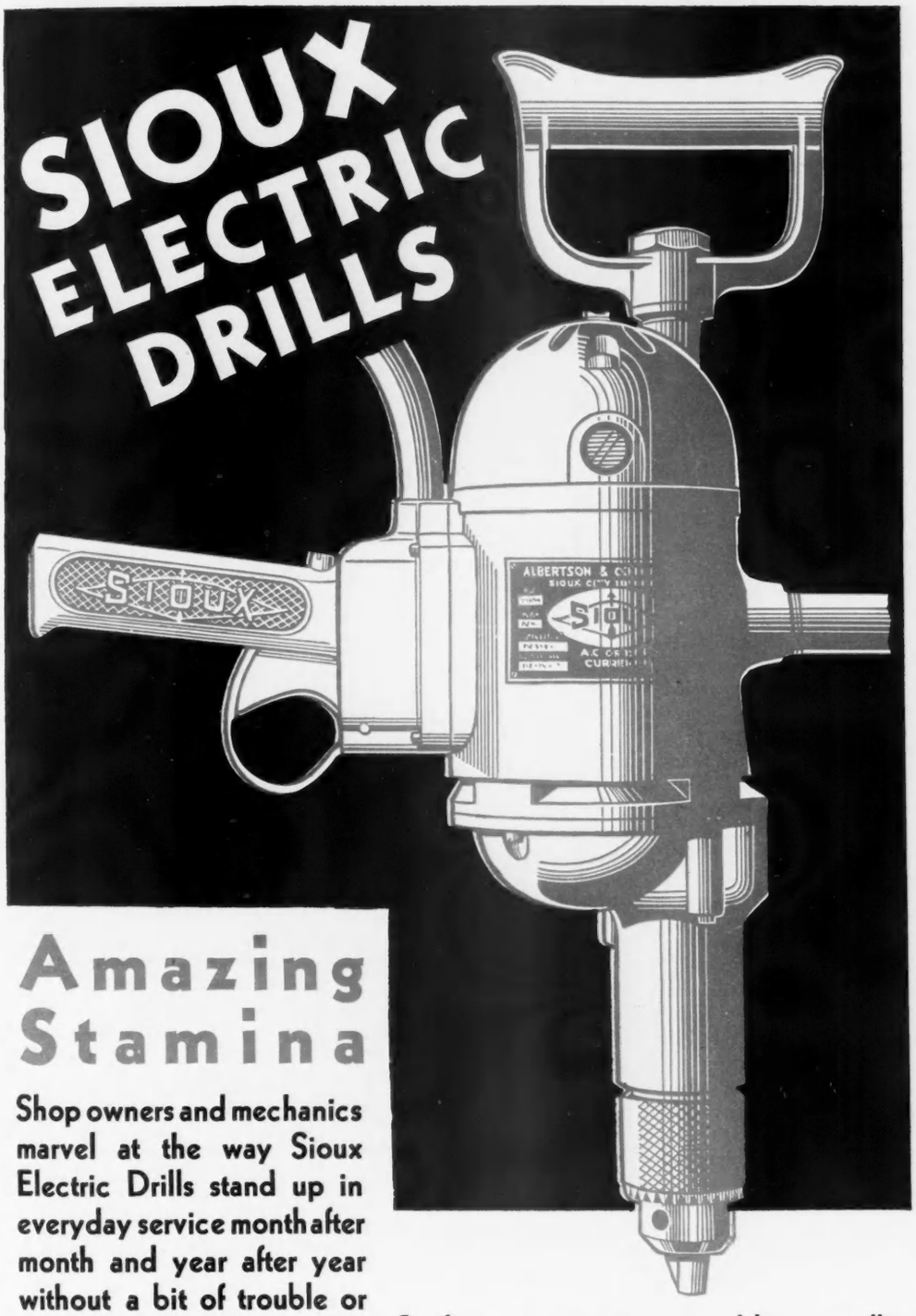
A spring holding fixture, furnished with the Sunnen spring tester, enables the mechanic to test clutch or valve springs when they are out of the car. A scale makes it easy to compress the spring to a predetermined length according to the manufacturer's specifications.

The tester will test springs in any motor except Fords and V-type motors with the blocks set closer than 90 degrees.

AC Arc Welding Equipment

General Electric now has available a complete line of alternating-current arc-welding equipment, including transformer units, electrodes, and automatic welding heads and control. The new a-c equipment is for heavy-current welding.

SIOUX ELECTRIC DRILLS



SIOUX
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You have only to study SIOUX design and construction to find the reason for its surpassing performance.

Aluminum die cast drill body combines light weight with great strength.

Helical gears of special material, heat-treated to withstand wear and breakage, are quieter and smoother in operation and provide the additional strength of more teeth in mesh.

Steel inserts reinforce the castings and support the heavy duty ball bearings used throughout.

Amazing Stamina

Shop owners and mechanics marvel at the way Sioux Electric Drills stand up in everyday service month after month and year after year without a bit of trouble or expense . . . handling every job with surprising ease, speed and smoothness.

Only with such sturdy construction, proved efficiency and dependability can you get **real economy** in an electric drill. Specify SIOUX and get the most for your money.

Cool-running motor assured by specially constructed fan which carries the air flow directly through the motor. **Leather seal** with automatic spring take-up prevents oil leakage, eliminating the need for further lubrication. **The cord** is anchored firmly in the casting as well as outside—a patented Sioux feature. **The double pole heavy duty switch** has proved reliable and safe.

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The Thornton
Dual-Ratio
Positive 4-Wheel Drive

Co-ordinates Load Balance, Power, Capacity, Flexibility, Simplicity, Safety, Economy and Serviceability — in a complete truck — for Economical Transportation. A dual profit maker. More payload to gross load. Write for Bulletin No. 33.

Thornton-Tandem Co., Exclusive Licensee.
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Detroit, Michigan

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Idle time—busy time—day and night (and overtime, too!)—all on a waxed chart (see at left). Here, for example, is a 2-hour delay, *and you can put your finger right on it!*—and then *correct* it! Write for Bulletin C.... The Service Recorder Co., 1422 Euclid Ave., Cleveland, O.

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More About Piston Expanders

(CONTINUED FROM PAGE 25)

loaded heavily as when accelerating.

The primary function of the skirt of the piston is to take the cross-head load which results from angularity of connecting rod, and guide the piston, thus maintaining the head in a vertical position in the cylinder.

The fact that a piston slaps indicates that the skirt is not functioning as it should, either because it is worn or collapsed. It is very important that the head of the piston remains vertical in the cylinder.

THE primary function of the head of the piston is to transfer the power of the expanding gases to the connecting rod and crankshaft with maximum efficiency. In order to do this, leakage by the piston must be prevented by piston rings. The piston rings must rest squarely against the cylinder wall and since the piston rings are carried by the head of the piston, this is possible only if the head of the piston is held vertical in the cylinder at all times. If the head of the piston is allowed to rock and tilt the rings will wear barrel-faced and lose their efficiency. Lack of compression, blow-by and high oil consumption will result if the piston rings are permitted to become barrel-faced.

ONE of the conditions that complicates the design of an aluminum piston is the difference in temperature which exists between the top of the skirt and the bottom of the skirt. The top of the skirt being near the head of the piston causes it to run hotter than the skirt and to expand more. The expansion of the skirt is influenced by its close relation to the head which is very hot and expands considerably. Thus, even a new piston is likely to become larger at the top of the skirt than it is at the bottom and create a fulcrum about which piston collapsing forces can act.

PISTONS should never be expanded more than 0.002 in. larger than their original diameter. Thus if a piston is collapsed 0.003 in. at the bottom of the skirt it should not be expanded more than 0.005 in. A resilient type of skirt expander will automatically adjust the size of the piston so that it has the proper clearance in the cylinder. As the piston becomes hot it expands in the cylinder with the aid of the expander till it reaches the proper size. When the piston cools, the expander prevents the piston from contracting to its old collapsed condition.

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SOMETIMES the merit of an expander is wrongly judged by the amount that it will expand a piston. There is very seldom any reason why a piston should be expanded more than the amount mentioned before. Although a cylinder may show 0.010 in. wear, this wear is not the full length of the cylinder but is usually present only at the immediate top of the cylinder. In most cases the wear on the bottom of the cylinder is never more than 0.001 in. or 0.002 in. because this part is always well flushed with oil and is not exposed to hot combustion bases. Thus, the piston must ride in a tapered cylinder and it is unwise to expand a piston larger than the bottom of the cylinder. The thing to do is to use a flexible and resilient skirt expander which will automatically compensate for taper in the cylinder.

ALTHOUGH the term "piston expander" has become common for any device made to cure piston slap and to compensate for piston collapse and piston wear, it is not entirely descriptive. It is well known that pistons that show no collapse or wear do collapse, slap and knock when in use under influence of the thrust forces which exist in the cylinder. Thus the duty of a skirt expander would be, not only to expand it, but also to support and strengthen it. The fact that a piston skirt will eventually collapse permanently due to constant bending and stressing indicates that it needs support.